

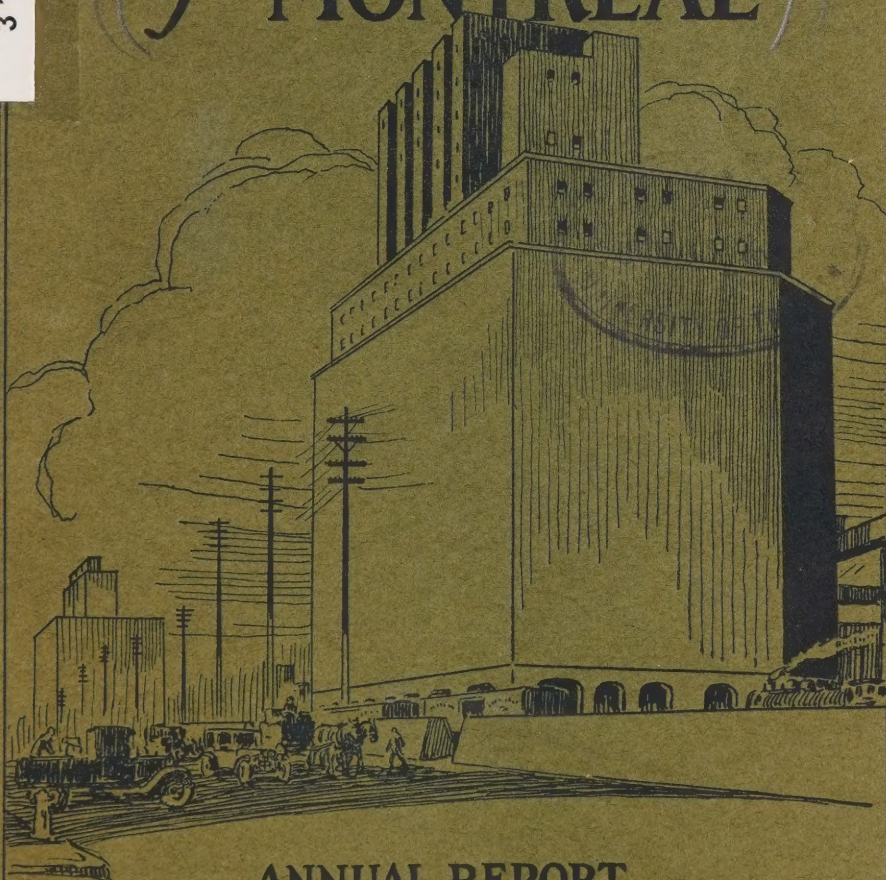
CAI
FS 190
- A56

Canada, Portage Harbor Commission



Government
Publication

The
**(HARBOUR
of MONTREAL)**



**ANNUAL REPORT
1926**

CAPPA
MONTREAL
-A56

ANNUAL REPORT
OF THE
Harbour Commissioners
of Montreal

For the Year 1926



COMMISSIONERS:

HON. W. L. MCDOUGALD, President

Dr. MILTON L. HERSEY, L.L.D.

EMILIE DAoust



HARBOUR OF MONTREAL—AERIAL VIEW OF CENTRAL SECTION, EMBRACING GUARD PIER, KING EDWARD AND JACQUES CARTIER PIERS;
MARINE TOWER JETTY AND VICTORIA PIER; GRAIN ELEVATORS NOS. 1 AND 2 IN BACKGROUND

Harbour Commissioners of Montreal

MONTREAL, 1st April, 1927.

To the Hon. P. J. ARTHUR CARDIN, M.P., P.C.,
Minister of Marine and Fisheries,
Ottawa, Ont.

Sir:—

In compliance with Section 51 of the Commissioners' Act 57-8 Victoria, Chapter 48, the Harbour Commissioners of Montreal herewith respectfully submit their Annual Report of operations for the year ended 31st December, 1926.

We have the honor to be,
Sir,

Yours very respectfully,

W. L. MCDUGALD, President.
MILTON L. HERSEY,
EMILIE DAOUST
Commissioners.

IN PRESENTING their Annual Report for the year Nineteen hundred and twenty-six, the Harbour Commissioners of Montreal wish to express their recognition of the unfailing support and courteous co-operation of the Minister of Marine and Fisheries, the Hon. P. J. Arthur Cardin, and his Deputy Minister, Mr. Alexander Johnston, and the other officers of the Department at Ottawa, whose kindly interest has been of very material assistance to them in the solving of the many problems which they were called upon to deal with during the year.

Harbour Commissioners of Montreal

ANNUAL REPORT

1926

RECORD

The outstanding event in Harbour administration in the year 1926 was the adoption by the Commissioners of a program for further extensions of plant and facilities. This required the sanction by the Government and by Parliament of a loan in the sum of \$12,000,000. The program, with the requisite data in support of it, was laid before the Minister, the Hon. P. J. A. Cardin, and by him before Council. A bill was accordingly introduced into Parliament by the Minister for enabling this to be done. Though it encountered some opposition it was, in due course, passed through both Houses, but failed to become an Act in consequence of the political crisis in June and the subsequent dissolution of Parliament early in July.

Coincident with this happening, the office of President of the Board of Harbour Commissioners became vacant when, upon June 25th, Dr. W. L. McDougald tendered his resignation, having been called to the Senate of Canada by Order-in-Council passed that day and sanctioned by his Excellency the Governor-General, the Baron Byng of Vimy.

A successor was not named by the outgoing government of the Rt. Hon. W. L. Mackenzie King; while the incoming government of Rt. Hon. Arthur Meighen was satisfied to allow the conduct of affairs at the Harbour to remain in charge of Commissioners Dr. Milton Hersey and Mr. Emilien Daoust, the former of whom became automatically acting President in virtue of seniority of appointment to the Board.

This arrangement continued during the brief regime of the government of the Rt. Hon. Arthur Meighen. It was recognized in shipping and commercial circles and by the press that the acting President carried on with assiduity and devoted attention to detail throughout the remainder of a difficult and disappointing season of navigation and a troublous and anxious period in Harbour annals.

Immediately after the organization of his second administration, the Rt. Hon. W. L. Mackenzie King having expressed to the Hon. W. L. McDougald his earnest wish that there should be no hiatus in the continuity of the policies adopted at the Harbour at the beginning of his first ministry in 1922 and in pursuance of this that he should return to the service of the Harbour, an Order-in-Council was passed at the instance of the Hon. P. J. A. Cardin, Minister of Marine and Fisheries, October 9th, 1926, designating the Hon. W. L. McDougald, Senator, a Commissioner and President of the Board of Harbour Commissioners for a second term, but without the emoluments attaching to that office. The Senator, having accepted, was sworn in at the Harbour offices the 12th day of October following.

THE YEAR'S ACTIVITIES

The season of navigation, 1926, was one of the most unsatisfactory periods ever experienced in the Harbour of Montreal, from the point of view of the Commissioners. In recent years trade and shipping conditions have been favourable, and shipowners have been eager to come up the St. Lawrence to Montreal for cargoes, water levels and weather conditions being also advantageous. In those years the Harbour of Montreal leaped from one dizzy peak of achievement to another, year after year, establishing records which were envied by other harbours all over the globe.

In 1926, however, not one of these favourable features of operation existed. The disastrous general strike in England, and the prolonged coal strike there, entirely changed the face of trade and commerce conditions on at least two continents; and shipping, as the season progressed, was diverted in ever

increasing numbers to Atlantic coast ports for coal cargoes to Great Britain and the continent, thus realizing the paradoxical conception of a humorist of other days about "carrying coals to Newcastle." Ocean freight rates mounted rapidly in mid-season, which seriously hit the export grain movement from the Atlantic seaboard; whilst the westbound traffic in British hard coals, which in previous years had helped to lower ocean rates on grain from Montreal, dwindled to a negligible quantity. Water levels on the St. Lawrence were lower than usual during 1926, and, as if to bring all these impediments to a head, the season of navigation was the shortest on record, unusually cold weather having been experienced both in the Spring and Fall.

In the Harbour of Montreal, the natural corollary to such untoward operating conditions would have been a disappointing shrinkage in volume of tonnages, with results in every branch of the Commissioners' activities bulking far below those attained in other years. In so far as the grain exports alone were concerned this was partially true, the total exports having dropped some 30,000,000 bushels below the totals for 1925. A redeeming feature of this situation, however, may be found in the fact that the exports of Canadian wheat were greater than in other, and happier, seasons.

But the results of the year's operations in the Harbour, despite the pessimistic expectations of everyone concerned, not only did not coincide with what the conditions would have led the Commissioners to anticipate, but established beyond any remaining doubt the solidity of the foundation upon which the claims for the future greatness of this Harbour of Montreal are built. Despite the anomalies of overseas trade conditions; despite erratic climatic features; despite the partial suspension of the overseas grain movement until after the close of St. Lawrence navigation, the total tonnage of merchandise handled in and out over the wharves of the port during 1926 established a new high record for all time, viz., 9,210,699 tons.

In addition, the number of ocean ships which came to the port in 1926 also set a new high record, viz., 1,421 ships. And although the Harbour of Montreal has gained its greatest

laurels as a grain-shipping port, it must be borne in mind that the two outstanding aspects of the year's business, total tonnage of commodities and number of ocean ships docked and cleared, furnish the gauge by which a harbour's success is measured. There will not be wonder, then, that the Harbour Commissioners of Montreal feel a degree of satisfaction with the showing the port has made in 1926 under stress of peculiarly adverse conditions and that they have confidently applied to Parliament for authority to provide additional facilities with the least possible delay upon a comprehensive scale.

THE GRAIN ELEVATOR SYSTEM

For the sixth successive year the Harbour of Montreal in 1926 again led all seaports in the volume of grain handled through its elevators, with receipts of 135,897,882 bushels, and deliveries of 134,591,240 bushels. These figures, while recording a decrease as against the previous year of about 30,000,000 bushels, are nevertheless highly satisfactory, when the unfavourable conditions which prevailed all through the Summer and Fall of 1926 are taken into consideration. The decrease in shipments of grain was not confined to the Port of Montreal, all the other Canadian and United States ports handling this commodity on the Atlantic seaboard having been similarly affected as the following comparative table shows:—

	1925	1926
Montreal.....	166,212,335 bus.	135,897,882 bus.
New York.....	120,554,000 "	99,297,722 "
Philadelphia.....	41,669,000 "	21,621,647 "
Baltimore.....	30,389,000 "	25,294,022 "
New Orleans.....	21,402,000 "	13,222,217 "

A reassuring feature of the shrinkage in exports of grain from Montreal, however, is the fact that it did not affect the movement of Canadian or United States wheat, being due solely to the decline in the movement of oats. In 1925 32,806,004 bushels of Canadian oats, and 13,994,521 bushels of American oats, were shipped from Montreal, a total of



HARBOUR OF MONTREAL—GRAIN ELEVATOR No. 3 SHOWING TARTE AND LAURIER PIERS.
THIS IS THE NEWEST ELEVATOR IN THE PORT OF MONTREAL

46,800,525 bushels; in 1926 the exports of oats amounted to only 16,472,743 bushels, made up of 14,737,958 bushels of Canadian and 1,734,785 bushels of American origin. Since oats rates as 34 lbs. to the bushel, and is the lightest of all grains, the shrinkage in exports only represents about one-half of a similar decrease in the heavier grains.

The situation with regard to the movement of wheat, however, shows that in spite of the general depression in trade circles which prevailed during most of the navigation season, caused largely by strikes and other adverse occurrences in the European area, and in spite of statements to the effect that Europe was not buying, and could not afford to buy, wheat from this continent, the exports of wheat from Montreal not only held their own with previous years, but show a considerable increase over the record-breaking year 1925.

WHEAT EXPORTS

	1925	1926
Canadian.....	64,770,611 bus.	67,328,382 bus.
United States.....	19,130,201 “	24,443,352 “
	<hr/> 83,900,812 “	<hr/> 91,771,734 “

The aim of the Harbour Commissioners of Montreal in providing at this port adequate facilities for handling export grain has been to enable the transportation agencies in this country (of which the Harbour is a component and integral part) to be in a position to route the movement outward of Canadian grain over Canadian rail and vessel routes through Canadian ports.

The steady increase which is taking place in the percentage of Canadian grain in the total exports from Montreal year by year is splendid proof of the success which has attended this policy. In 1924, 57% of the total exports of grain was Canadian grain; in 1925 the percentage was 68%; while during the season of 1926 it increased to 73% of the total.

There is still, however, room for substantial improvement in the volume of Canadian grain which should leave Canada by Canadian ports, as is evidenced by the figures showing the quantities of Canadian grain which were exported in 1926 via several of the leading seaports in the United States. These figures quoted are official and show that 113,597,730 bushels of Canadian grain was exported through the Ports of New York, Boston, Philadelphia, Baltimore and Norfolk during 1926. The United States grain exported through these same seaports in the same period amounted to only 38,570,988 bushels, or approximately one-third of the amount of Canadian grain. The Harbour Commissioners are persuaded that a still larger percentage of the Canadian grain leaving this continent by United States ports should be exported through Montreal or one of the other Canadian seaports, and that the profits of carriage and handling can be secured to Canadian agencies.

The Port of Montreal (and the Ports of Québec, St. John, Halifax and Vancouver) are equipped to take care of this quantity of grain without the slightest difficulty, and to do so more expeditiously and efficiently than any of the United States harbours already mentioned.

The subjoined table shows to what extent this condition exists—

EXPORT OF GRAIN IN 1926

	American Grain bushels	Canadian Grain bushels
New York.....	20,138,626	79,159,096
Boston.....	282,255	4,542,953
Philadelphia.....	6,832,016	14,789,631
Baltimore.....	10,857,472	14,436,550
Norfolk.....	460,619	669,500

The season of navigation, after an inauspicious commencement due to an unprecedentedly late opening of navigation, witnessed intensive activity in the grain elevators of the Harbour during May and June. The indications were that Europe was insistently in need of the large stocks of

Canadian grain which had been held in store throughout the winter season. This activity is clearly shown by the shipments of all grains for these two months, viz.: May, 22,846,850 bushels; June, 24,161,699 bushels; approximately 47,000,000 bushels in all, or nearly 3,000,000 bushels more than in the like period of the previous, record-breaking year. With July, however, came the British coal strike, with the demand which ensued for vessels to carry coal from this Continent to Europe, as a result of which chartering rates from the Atlantic coast for grain rose rapidly to twice their normal level. Coincident with this circumstance the south central states harvested a bumper crop of hard winter wheat, movement of which to European continental ports upon a record scale commenced early in July mainly through Gulf of Mexico ports. The port of Galveston had a busy season, and shipped in all 39,576,243 bushels of all grains, as compared with 7,327,000 bushels in the previous year. The consequent contraction in shipments from Montreal is strikingly exhibited in the following statement of shipments by months from this port during the Summer and Fall:—

GRAIN DELIVERIES

	1925	1926
July.....	20,735,807 bus.	18,152,941 bus.
August.....	21,377,472 “	11,644,957 “
September.....	17,189,672 “	16,860,435 “
October.....	30,790,916 “	18,413,093 “
November.....	25,938,135 “	18,986,210 “

A most interesting statement has been prepared for inclusion in this report, showing the destination of the exports of grain which left the Port of Montreal for overseas during the season of navigation 1926. This statement will be found immediately following the Grain Elevator statistics. It shows that Great Britain holds a commanding lead over all other countries in the consumption of Canadian and United States grains shipped from Montreal, with a total of 32,530,853 bushels of wheat, 4,201,456 bushels of oats, 2,267,227 bushels of barley, and smaller quantities of other grains.

While Italy took the second largest quantity of wheat, viz. 12,946,461 bushels, Holland had a greater total of all grains, with 10,433,158 bushels of wheat, 4,038,738 bushels of barley, 2,586,935 bushels of rye, and 3,650,770 bushels of oats. Belgium imported 11,597,796 bushels of wheat, Germany 6,256,200 bushels, France 5,621,615 bushels, Greece 2,496,461 bushels, Portugal 1,447,490 bushels, Ireland 1,177,063 bushels, and Norway, Brazil, South Africa, Algeria, Sweden, Finland, Denmark and Malta other smaller quantities.



GRAIN SHIPS IN THE HARBOUR

**Summary of Grain Handling—Elevator No. 1
Season 1926**

	Receipts bus.	Deliveries bus.
January.....	.....	26,843
February.....	.....	43,896
March.....	.....	95,675
April.....	154,244	254,119
May.....	6,514,992	7,401,265
June.....	7,274,336	6,464,879
July.....	6,195,822	6,120,400
August.....	4,649,770	4,723,258
September.....	5,228,671	5,593,792
October.....	5,634,748	5,384,150
November.....	5,443,729	5,054,208
December.....	347,959	788,014
	<hr/> 41,444,271	<hr/> 41,950,499

Receipts		Deliveries	
Water.....	35,195,466 bus.	Conveyor....	39,136,599 bus.
		Cars.....	2,030,055 "
Rail.....	6,248,825 "	Teams.....	783,845 "
		Bags.....	.....
	<hr/> 41,444,271 "		<hr/> 41,950,499 "

First vessel unloaded May 6th, 1926.

Last vessel unloaded December 15th, 1926.

429 steamers } 468 vessels —35,195,446 bus.
39 barges

1,215 C.N.R. cars } 3,295 cars—6,248,825 "
2,080 C.P.R. cars

41,444,271 "

Receipts		Deliveries	
Can. Grain...	32,578,366 bus.	Can. Grain..	33,155,498 bus.
Amer. Grain..	8,865,905 "	Amer. Grain.	8,749,476 "
Arg. Grain		Arg. Grain...	45,525 "
	<hr/> 41,444,271 "		<hr/> 41,950,499 "

Summary of Grain Handling—Elevator No. 2 Season 1926

	Receipts bus.	Deliveries bus.
January	111,211	133,637
February	110,452	141,762
March	86,035	193,120
April	139,475	273,776
May	7,653,000	7,362,789
June	8,317,607	7,920,568
July	6,996,473	6,718,446
August	4,888,217	4,816,110
September	5,959,794	6,064,987
October	6,558,450	6,835,024
November	6,092,182	6,658,591
December	398,520	899,785
	<hr/> 47,311,416	<hr/> 48,018,595

	Receipts		Deliveries
Water	34,538,692 bus.	Conveyor....	43,305,830 bus.
		Cars	2,492,159 "
Rail	12,772,724 "	Teams	686,727 "
		Bags	1,533,879 "
	<hr/> 47,311,416 "		<hr/> 48,018,595 "

First vessel unloaded May 12th, 1926.

Last vessel unloaded November 30th, 1926.

456 steamers	}	489 vessels	—34,538,692 bus.
33 barges			
1,301 C.N.R. cars	}	6,947 cars	—12,772,724 "
5,646 C.P.R. cars			
			<hr/> 47,311,416 "

	Receipts		Deliveries
Can. Grain...	32,840,123 bus.	Can. Grain . .	32,026,925 bus.
Amer. Grain..	13,375,654 "	Amer. Grain.	14,015,544 "
Arg. Grain...	1,095,639 "	Arg. Grain...	976,126 "
	<hr/> 47,311,416		<hr/> 48,018,595 "

**Summary of Grain Handling—Elevator No. 3
Season 1926**

	Receipts bus.	Deliveries bus.
January.....	.....	.....
February.....	.....	.....
March.....	.....	.....
April.....	.....	.....
May.....	4,410,125	4,366,830
June.....	5,150,225	4,206,499
July.....	2,165,405	2,066,547
August.....	813,732	998,530
September.....	2,813,870	2,995,277
October.....	3,441,762	3,017,770
November.....	2,948,267	3,471,723
December.....	.....	3,250
	<hr/> 21,743,386	<hr/> 21,126,426
	Receipts	Deliveries
Water..... 17,079,310 bus.	Conveyor....	21,102,476 bus.
	Cars.....	1,250 "
Rail..... 4,664,076 "	Teams.....	22,700 "
	Bags.....	.....
	<hr/> 21,743,386	<hr/> 21,126,426 "

First vessel unloaded May 13th, 1926.

Last vessel unloaded November 25th, 1926.

236 steamers	} 240 vessels	—17,079,310 bus.
4 barges		

398 C.N.R. cars	} 2,429 cars	— 4,664,076 "
2,031 C.P.R. cars		

21,743,386 "

	Receipts	Deliveries
Can. Grain... 15,306,467 bus.	Can. Grain..	15,162,716 bus.
Amer. Grain. 6,352,434 "	Amer. Grain.	5,955,310 "
Arg. Grain... 84,485 "	Arg. Grain...	8,400 "
	<hr/> 21,743,386 "	<hr/> 21,126,426 "

Summary of Grain Handling—Elevator "B" Season 1926

	Receipts bus.	Deliveries bus.
January	36,425	79,746
February	28,006	101,960
March	30,696	23,650
April	49,990	170,974
May	4,302,956	3,715,966
June	5,990,980	5,569,753
July	3,787,624	3,247,548
August	1,609,603	1,107,059
September	2,312,120	2,206,379
October	3,530,867	3,176,149
November	3,117,970	3,801,688
December	601,572	294,848
	<hr/>	<hr/>
	25,398,809	23,495,720

Receipts		Deliveries	
Water	17,861,276 bus.	Conveyor....	22,571,313 bus.
		Cars	882,010 "
Rail	7,537,533 "	Teams	42,397 "
		Bags .....	.....
	<hr/>		<hr/>
	25,398,809 "		23,495,720 "

First vessel unloaded May 12, 1926.

Last vessel unloaded December 8, 1926.

250 steamers }
24 barges } 274 vessels —17,861,276 bus.

4,013 C.N.R. cars... 4,013 cars — 7,537,533 "

25,398,809 "

Receipts		Deliveries	
Can. Grain...	17,612,374 bus.	Can. Grain ..	16,698,382 bus.
Amer. Grain .	7,786,435 "	Amer. Grain .	6,795,338 "
Arg. Grain...	.....	Arg. Grain...	2,000 "
	<hr/>		<hr/>
	25,398,809 "		23,495,720 "

**Summary of Grain Handling—Elevators
1, 2, 3 and "B"—1926**

	Receipts bus.	Deliveries bus.
January	147,636	240,226
February	138,458	287,618
March	116,731	312,445
April	343,709	698,869
May	22,881,073	22,846,850
June	26,733,148	24,161,699
July	19,145,324	18,152,941
August	11,961,322	11,644,957
September	16,314,455	16,860,435
October	19,165,827	18,413,093
November	17,602,148	18,986,210
December	1,348,051	1,985,897
	<hr/> 135,897,882	<hr/> 134,591,240
Receipts		Deliveries
Water 104,674,724 bus.	Conveyor	126,116,218 bus.
	Cars	5,405,474 "
Rail 31,223,158 "	Teams	1,535,669 "
	Bags	1,533,879 "
	<hr/> 135,897,882	<hr/> 134,591,240 "
1,371 steamers	} 1,471 vessels—104,674,724 bus.	
100 barges		
6,927 C.N.R. cars	} 16,684 cars — 31,223,158 "	
9,757 C.P.R. cars		
		<hr/> 135,897,882 "
Receipts		Deliveries
Can. Grain . . . 98,337,330 bus.	Can. Grain . . .	98,043,521 bus.
Amer. Grain . . 36,380,428 "	Amer. Grain . .	35,515,668 "
Arg. Grain . . . 1,180,124 "	Arg. Grain . . .	1,032,051 "
	<hr/> 135,897,882 "	<hr/> 134,591,240 "
Stock in Elevators (at 31st. December, 1926)—8,339,553 bus.		

SUMMARY OF GRAIN HANDLING—ELEVATORS
1, 2, 3 and "B"—1926

Date	C.N.R. Cars	C.P.R. Cars	Total Cars	Vessels	Receipts bus.	Deliveries bus.
January	65	36	101	....	147,636	240,226
February	49	38	87	....	138,458	287,618
March	42	40	82	....	116,731	312,445
April	116	69	185	....	343,709	698,869
May	1,377	2,793	4,170	192	22,881,073	22,846,850
June	1,291	1,530	2,821	289	26,733,148	24,161,699
July	535	479	1,014	223	19,145,324	18,152,941
August	69	442	511	157	11,961,322	11,644,957
September	419	915	1,334	215	16,314,455	16,860,435
October	1,335	1,615	2,950	212	19,165,827	18,413,093
November	1,437	1,581	3,018	175	17,602,148	18,986,210
December	192	219	411	8	1,348,051	1,985,897
	6,927	9,757	16,684	1,471	135,897,882	134,591,240

SUMMARY OF GRAIN HANDLING—ELEVATORS
1, 2, 3 and "B"—Receipts—1926

Date	Canadian Grain bus.	American Grain bus.	Argentine Grain bus.	Total bus.
January	120,345	27,291	.....	147,636
February	121,192	17,266	.....	138,458
March	91,109	25,622	.....	116,731
April	258,419	85,290	.....	343,709
May	14,732,241	8,148,832	.....	22,881,073
June	21,585,726	5,147,422	.....	26,733,148
July	15,087,516	3,694,413	363,395	19,145,324
August	8,979,603	2,855,388	126,331	11,961,322
September	8,864,202	7,450,253	.....	16,314,455
October	13,071,421	5,757,499	336,907	19,165,827
November	14,225,186	3,023,471	353,491	17,602,148
December	1,200,370	147,681	.....	1,348,051
	98,337,330	36,380,428	1,180,124	135,897,882

SUMMARY OF GRAIN HANDLING—ELEVATORS
1, 2, 3 and "B"—Deliveries—1926

Date	Canadian Grain bus.	American Grain bus.	Argentine Grain bus.	Total bus.
January	209,417	19,846	10,963	240,226
February	260,440	23,927	3,251	287,618
March	227,285	79,303	5,857	312,445
April	636,743	60,784	1,324	698,869
May	15,703,940	7,140,564	2,346	22,846,850
June	19,182,384	4,969,347	9,968	24,161,699
July	14,391,598	3,647,569	113,774	18,152,941
August	9,041,569	2,418,083	165,305	11,644,957
September	9,837,110	6,918,660	104,665	16,860,435
October	12,741,219	5,403,158	268,716	18,413,093
November	14,241,395	4,507,216	237,599	18,986,210
December	1,570,421	327,211	88,265	1,985,897
	98,043,521	35,515,668	1,032,051	134,591,240

SUMMARY OF GRAIN RECEIPTS—ELEVATORS 1, 2, 3 and "B"

	WHEAT		OATS		BARLEY		CORN		RYE		FLAX	OTHER	TOTAL
	Can.	Amer.	Can.	Amer.	Can.	Amer.	Arg.	Amer.	Can.	Amer.	Can.	Can.	Bushels
Janv....	2,008	.....	57,756	.....	54,446	.....	.....	27,291	.....	.....	.....	6,075	147,636
Feby....	19,318	.....	57,197	.....	42,027	.....	.....	17,266	.....	.....	.....	2,650	138,458
March...	14,160	.....	16,551	.....	60,398	.....	.....	25,622	.....	.....	.....	.....	116,731
April....	40,170	49,990	156,431	.....	54,037	.....	.....	35,300	6,582	.....	.....	1,199	343,709
May.....	9,225,251	4,858,952	3,590,265	1,241,391	1,880,888	69,894	.....	140,043	5,278	1,838,552	.....	30,559	22,881,073
June.....	14,718,006	3,316,150	4,242,091	261,845	2,369,732	.....	.....	101,509	193,693	1,464,918	.....	62,204	26,733,148
July.....	6,910,461	1,581,347	5,125,103	.....	2,952,330	.....	363,395	44,779	48,230	2,068,287	50,326	1,066	19,145,324
August...	4,604,656	1,923,902	1,804,129	4,691	2,327,546	.....	126,331	.....	168,422	926,795	68,756	6,094	11,961,322
Sept....	6,621,697	6,095,165	734,841	.....	1,410,105	1,095,683	.....	.....	1,285	259,405	96,274	.....	16,314,455
Oct.....	11,634,438	3,912,459	8,933	.....	1,321,302	441,523	336,907	66,043	3,040	1,337,474	99,430	4,278	19,165,827
Nov.....	10,962,510	2,502,293	208,664	.....	2,939,941	91,281	353,491	142,759	17,066	287,198	75,823	1,182	17,602,148
Dec.....	758,263	73,216	188,732	2,342	64,855	.....	.....	72,123	184,978	.....	.....	3,542	1,348,051
	65,510,998	24,313,414	16,190,693	1,513,269	15,497,607	1,698,381	1,180,124	672,735	628,571	8,182,629	390,609	118,849	135,897,882

SUMMARY OF GRAIN DELIVERIES—ELEVATORS 1, 2, 3, and "B"—1926

	WHEAT		OATS		BARLEY		CORN		RYE		FLAX	OTHER	TOTAL
	Can.	Amer.	Can.	Amer.	Can.	Amer.	Arg.	Amer.	Can.	Amer.	Can.	Can.	Bushels
Jan'y.....	91,792	20	80,452	.....	27,764	.....	10,963	19,826	1,690	.....	.....	7,719	240,226
Feb'y.....	121,249	.....	91,772	2,000	30,080	.....	3,251	21,927	12,730	.....	.....	4,609	287,618
March.....	45,064	6,716	122,100	41,412	42,914	.....	5,857	31,175	14,000	.....	.....	3,207	312,445
April.....	225,538	20,908	245,551	.....	151,918	.....	1,342	39,876	9,585	.....	.....	4,151	698,869
May.....	10,853,290	4,310,935	2,697,586	801,981	2,059,127	80,725	2,346	72,350	84,994	1,874,573	.....	8,943	22,846,850
June.....	12,769,478	3,467,965	4,044,021	572,823	2,254,987	684	9,968	78,668	58,437	894,207	.....	55,461	24,161,699
July.....	7,215,716	2,079,210	4,030,722	344,890	2,882,219	.....	113,774	48,147	190,474	1,175,322	50,326	21,141	18,152,941
August.....	6,111,002	2,034,752	1,184,613	69	1,662,864	.....	185,305	41,671	400	341,591	68,756	13,934	11,644,957
Sept.....	7,359,133	5,197,860	714,796	4,691	1,654,547	924,650	104,665	44,887	9,359	746,572	96,274	3,001	16,860,435
Oct.....	10,884,873	3,762,674	596,934	5,000	1,216,401	509,855	268,716	32,050	1,600	1,083,579	39,965	1,446	18,413,093
Nov.....	10,761,351	3,316,894	671,984	6,919	2,680,780	64,607	237,599	49,555	18,243	1,069,241	105,229	3,778	18,986,210
Dec.....	889,866	245,418	257,427	.....	384,046	204	88,265	51,589	6,600	30,000	30,059	2,423	1,985,897
	67,328,382	24,443,352	14,737,958	1,734,785	15,048,647	1,580,725	1,032,051	531,721	408,112	7,225,085	390,609	129,813	134,591,240

GRAIN EXPORTS 1926

COUNTRIES OF DESTINATION

COUNTRY	WHEAT	BARLEY	RYE	Can. OATS	Amer. OATS
Algeria . . .	261,333	.....	.....	.....	.....
Belgium . .	11,597,796	1,143,254	182,265	502,130	1,229,138
Brazil . . .	431,232	.....	.....	.....	.....
Denmark .	60,667	.....	150,000	.....	.....
Finland . .	112,000	.....	177,154	.....	.....
France . . .	5,621,615	21,363	.....	95,001	20,026
Germany . .	6,256,200	7,887,241	852,154	837,947	1,292,183
Great Britain .	32,530,853	2,267,227	292,227	4,005,322	196,134
Greece . . .	2,496,461	.....	.....	.....	.....
Holland . .	10,433,158	4,038,738	2,586,935	1,423,209	2,227,561
Ireland . .	1,177,063	8,333	.....	282,403	19,873
Italy	12,946,461	.....	.....	.....	.....
Malta . . .	55,453	.....	.....	.....	.....
Norway . . .	629,738	120,000	2,977,082	.....	.....
Portugal . .	1,447,490	.....	.....	.....	.....
Sweden . . .	161,491	.....	31,209	.....	.....
South Africa . .	376,830	.....	.....	.....	.....
Unknown . .	3,096,427	.....	186,562	.....	.....
Totals					
(Bushels) .	89,692,782	15,486,156	7,435,588	7,146,012	4,984,915

Tonnage

Wheat	2,690,783.46
Barley	371,667.74
Rye	208,196.46
Oats	201,240.84
Total tons	3,471,888½

Note:—These figures do not include exports by cars to winter ports.

FINANCIAL STATEMENT

HARBOUR COMMISSIONERS OF MONTREAL.

The Statement of Income and Expenditure for the Year ended 31st December, 1936, exhibits fully the Financial Transactions of the Board for the Period. The same under Certificate of the Comptroller and Secretary, verified by the Auditors, follows herewith:

$$c_{\text{eff}}(t) = \frac{1}{\sum_{i=1}^N c_i(t)} \left[\sum_{i=1}^N c_i(t) \frac{1}{\sum_{j=1}^N c_j(t)} \right] = \frac{1}{\sum_{i=1}^N c_i(t)} \left[\sum_{i=1}^N c_i(t) \frac{1}{\sum_{j=1}^N c_j(t)} \right] = \frac{1}{\sum_{i=1}^N c_i(t)} \left[\sum_{i=1}^N c_i(t) \frac{1}{\sum_{j=1}^N c_j(t)} \right]$$
[illegible]

Received
T. F. L. H. H. H.
S. G. C. L. H. H.

SHIPPING

One of the bright features of an otherwise far from satisfactory season of navigation, was the new high total reached in the number of ships which came to the port. In all, 1,421 ships, both trans-Atlantic and coasting, of a net registered tonnage of 4,221,730 tons, came in, as compared with last year's record figure of 1,255 ships. The trans-Atlantic vessels numbered 1,042 as against 1,040 in 1925, but the increase was very noticeable in the coasting vessels, which numbered 379, having a net registered tonnage of 670,241, as compared with 215 ships of a net registered tonnage of 359,520 in the previous year. The reason for this increase was partly accounted for by the fact that the import of Nova Scotia coal during the season set a new high figure for all time, but the steady growth in the tonnage trading down the St. Lawrence to the Maritime Provinces and Newfoundland is indicative of the development in trade which every season witnesses in the fruitful territories lying between Montreal and the Atlantic.

Severe weather conditions at the opening of the season caused a delay in the opening of the River and Harbour for navigation, and it was not until May 2nd that the Lady Grey arrived in port, declaring all clear to the sea. The first ocean vessel arrived the following day, and was immediately succeeded by a fleet of liners and cargo boats, so that within a very short time the hum of activity was heard all along the water front. The trophy for the first trans-Atlantic ship to reach Montreal, the time-honoured gold-headed cane, was won by the S.S. Manchester Regiment, Capt. J. R. Foale, of the Furness Withy Co. Ltd. Unusually early severity marked the weather conditions also at the close of the season, sub-zero temperatures having been experienced in November, which is a most unusual occurrence, and this fact, combined with the late opening in the Spring, made the season of 1926 the shortest in the history of the Harbour Commission.



SHIPPING IN THE HARBOUR OF MONTREAL

Of the total 1,421 ocean-going ships which came to the port, 985 were British, and had a total net registered tonnage of 3,262,116 tons, while the United States was second with 183. Ninety-six Norwegian ships, fifty-eight Dutch, forty-three Italian, seventeen Danish, ten French and ten Greek were included amongst the total, and altogether fifteen nationalities were represented, the whole manned by 78,151 seamen.

During the season 115 passenger liners arrived in port, carrying 28,244 passengers from overseas, and the same number of ships sailed with 37,019 passengers.

1926

HARBOUR OF MONTREAL

Statement showing the Nationalities and Tonnage of Sea-going
Vessels that arrived in Port during the season of 1926,
which were navigated by 78,151 seamen.

Nationality	Number of Vessels	Tonnage
British.....	985	3,262,116
American.....	183	321,812
Norwegian.....	96	200,310
Dutch.....	58	152,279
Italian.....	43	146,805
Danish.....	17	29,946
French.....	10	27,289
Greek.....	10	24,941
Belgian.....	4	13,562
Swedish.....	4	11,232
Spanish.....	3	9,613
Jugo-Slav.....	3	7,426
Japanese.....	2	8,486
German.....	2	4,049
Hondurian.....	1	1,864
Total.....	1,421	4,221,730

Of the above 1,391 were built of iron or steel, with a net registered tonnage of 4,218,022, and 30 were built of wood, with a net registered tonnage of 3,708.

HARBOUR OF MONTREAL

Statement showing the classification of Trans-Atlantic Vessels that arrived in Port during the past ten years.

Year	Steamships		Ships and Brigs		Schooners		Grand Total	
	No.	Tonnage	No.	Tonnage	No.	Tonnage	Vessels	Tonnage
1917.....	579	1,984,233	..	....	..	....	579	1,984,233
1918.....	644	1,910,621	..	....	..	....	644	1,910,621
1919.....	702	2,041,638	..	....	..	....	702	2,041,638
1920.....	637	2,018,861	1	1,658	..	....	638	2,020,519
1921.....	807	2,598,494	..	....	..	....	807	2,598,494
1922.....	968	3,451,703	..	....	1	1,356	969	3,453,059
1923.....	892	3,221,781	..	....	..	....	892	3,221,781
1924.....	987	3,597,031	..	....	1	116	988	3,597,147
1925.....	1,040	4,744,793	..	....	..	....	1,040	4,744,793
1926.....	1,042	3,551,489	..	....	..	....	1,042	3,551,489

HARBOUR OF MONTREAL

Statement showing classification of Vessels that arrived in Port, for the past ten years, from the Lower St. Lawrence and Maritime Provinces and Newfoundland

Year	Steamships		Schooners		Grand Total.	
	No.	Tonnage	No.	Tonnage	No.	Tonnage
1917.....	34	23,635	34	2,899	68	26,534
1918.....	18	20,589	12	2,272	30	22,861
1919.....	62	134,971	22	2,671	84	147,642
1920.....	19	10,724	6	486	25	11,210
1921.....	151	292,870	6	592	157	293,462
1922.....	223	479,333	2	245	225	479,578
1923.....	187	461,645	3	294	190	461,939
1924.....	231	498,903	4	282	235	499,185
1925.....	215	359,520	..	..	215	359,520
1926.....	379	670,241	..	..	379	670,241

HARBOUR OF MONTREAL

Combined Statement showing the number and tonnage of all vessels that arrived in Port during the past ten years.

Year	TRANS-ATLANTIC		MARITIME PROVINCES AND NEWFOUNDLAND		INLAND		GRAND TOTAL	
	Vessels	Tonnage	Vessels	Tonnage	Vessels	Tonnage	Vessels	Tonnage
1917.....	579	1,984,233	68	26,534	6,274	3,206,542	6,921	5,217,309
1918.....	644	1,910,621	30	22,611	6,102	3,313,908	6,776	5,247,390
1919.....	702	2,041,638	84	137,642	7,499	4,357,734	8,280	6,537,014
1920.....	638	2,020,519	25	11,210	4,403	4,287,714	5,066	6,319,443
1921.....	807	2,598,494	157	293,462	4,577	6,843,494	5,541	9,735,450
1922.....	969	3,453,059	225	479,578	5,789	9,157,062	6,983	13,089,699
1923.....	892	3,221,781	190	461,939	5,609	8,195,308	6,691	11,879,028
1924.....	988	3,597,147	235	499,185	5,791	11,215,764	7,014	15,312,096
1925.....	1,040	4,744,793	215	359,520	5,957	9,678,163	7,212	14,782,476
1926.....	1,042	3,551,489	379	670,241	6,197	12,445,594	7,618	16,667,324

HARBOUR OF MONTREAL

Statement showing the dates of the Opening and Closing of Navigation, the First Arrival and the Last Departure for Sea; also the greatest Number of Vessels in the Port at one time, during the past ten years.

Year	Opening of Navigation	Closing of Navigation	First Arrival from Sea	Last Departure for Sea	Greatest number of Vessels in Port at one time			
					Seagoing		Inland	
					No.	Date	No.	Date
1917.....	April 19th	Dec. 7th	May 1st	Dec. 7th	37	Nov. 12th	52	Sept. 11th
1918.....	" 21st	" 17th	" 7th	" 14th	46	" 7th	50	Oct. 10th
1919.....	" 14th	" 12th	April 22nd	" 10th	35	June 12th	54	Aug. 24th
1920.....	" 18th	" 11th	" 25th	" 11th	43	Aug. 18th	43	Sept. 14th
1921.....	March 29th	" 14th	" 21st	" 8th	78	Sept. 7th	43	July 16th
1922.....	April 13th	" 6th	" 24th	" 2nd	91	Oct. 24th	55	Aug. 21st
1923.....	" 29th	" 18th	May 3rd	" 1st	63	May 23rd	52	" 4th
1924.....	" 18th	" 12th	April 24th	" 3rd	80	Nov. 4th	43	June 17th
1925.....	" 10th	" 10th	" 16th	" 8th	62	Aug. 19th	46	Oct. 6th
1926.....	May 2nd	" 6th	May 3rd	" 6th	60	May 19th	66	Sept. 7th



HARBOUR OF MONTREAL.—NEW AERIAL VIEW OF THE WESTERN SECTION OF THE HARBOUR SHOWING IN FOREGROUND THE PROTECTING GUARD PIER; DREDGING IN PROGRESS IN THE PROPOSED BICKERDIKE BASIN; THE BICKERDIKE PIER, WINDMILL POINT BASIN AND LACHINE ELEVATOR "W", BEHIND WHICH ARE THE TWO ENTRANCES OF THE LACHINE CANAL

COMMODITY TONNAGE STATEMENT

The following statement of the tonnage of merchandise which passed inwards and outwards over the wharves of the Harbour of Montreal during the season of navigation 1926 is of particular interest. Despite the decrease of some 20,000,000 bushels in the exports of grain this year as against those for 1925, and the almost total failure of the important movement of import British coals, due to the strike in the English coal fields, the total tonnage of all commodities for the current year has set a new high record of 9,210,699 tons. This is in itself a striking demonstration of the ever-growing volume of general commodities being routed through the Port of Montreal.

The tabulation of tonnages which follows is presented in a new form in this report, the imports being set out first, and the distribution of each commodity after import being clearly shown, according as the goods moved inland by rail or lake vessel or by other modes of transportation. The exports follow, and the totals are divided according to whether they were carried from the point of origin inland, prior to export, by rail or water. An interesting tabulation has been made at the end of the export statement, showing the countries of destination of the exports of various grains from Montreal during the current season of navigation. The third statement gives the details of domestic and local tonnage, followed by a résumé of the live stock handled.

IMPORTS

GOODS	Imports Tons	Distribution after Import			
		RAIL			
		Can.	U.S.	Vessel	Other
Acid Proof Brick.....	20	20	....	....	....
Acids, various.....	504	17	6	64	417
Advertising Matter.....	158	32	....	8	118
Aeroplanes and Parts.....	165	14	....	...	151
Agricultural Implements.....	195	178	....	4	13
Alum.....	457	72	....	55	330
Alumina Sulphate.....	717	454	....	57	206

GOODS	Distribution after Import				
	Imports	RAIL			
	Tons	Can.	U.S.	Vessel	Other
Alumino Ferric.....	164	....	....	....	164
Aluminum Foil.....	75	14	....	6	55
“ Rods, etc.....	218	201	....	8	9
“ Scrap.....	11	11	....	....	....
“ Sheets.....	108	52	....	52	4
“ Ware.....	167	31	1	45	90
Ammonia.....	276	3	....	50	223
“ Muriate.....	52	....	....	....	52
“ Nitrate.....	1,017	....	....	....	1,017
Ammunition.....	22	18	....	1	3
Anchors.....	89	38	....	....	51
Animal Foods.....	64	62	....	1	1
Antimony.....	48	18	....	....	30
Arrowroot.....	28	....	....	7	21
Artists' Material.....	76	44	....	6	26
Asbestos, Mfrs. of.....	91	12	2	8	69
Automobiles and Parts.....	553	112	28	....	413
Axles.....	8	....	....	....	8
Babbitt.....	4	....	....	....	4
Baby Carriages.....	27	7	1	11	8
Bags and Bagging (Jute).....	348	79	....	....	269
“ Paper.....	24	8	....	7	9
Barrels, etc., empty.....	448	361	....	1	86
Barytes.....	802	43	....	90	669
Basic Slag.....	313	....	....	....	313
Basket Ware.....	738	249	244	56	189
Bath Brick.....	12	....	....	2	10
Baths.....	12	12	....	....	....
Batteries.....	8	6	....	....	2
Beads, Glass.....	16	4	3	6	3
Beans, Common.....	3,618	242	....	....	3,376
Beds and Bedding.....	5	1	....	....	4
Beers.....	458	310	....	91	57
Bees Wax.....	54	2	....	2	50
Bells.....	43	13	7	....	23
Belting.....	70	14	....	....	56
Bicycles and Parts.....	204	129	1	51	23
Bird Cages.....	7	....	3	....	4
“ Seed.....	53	10	....	24	19
Biscuits.....	294	73	59	53	109
“ Dog.....	217	94	....	100	23
Blackboards.....	38	....	....	....	38

Distribution after Import

GOODS	Imports	RAIL			
	Tons	Can.	U.S.	Vessel	Other
Black Lead.....	21	....	....	5	16
Blanc Fixe.....	217	61	....	4	152
Bleaching Powder.....	106	32	....	....	74
Boats.....	93	14	6	10	63
Boiler Parts.....	18	2	....	5	11
Bone Ash.....	17	11	....	....	6
Books.....	2,153	539	49	903	662
Boots and Shoes.....	1,148	540	19	163	426
Bottles, empty, Common....	1,352	227	2	733	390
" " Superior.....	62	8	3	....	51
" Thermos.....	371	206	24	77	64
Boxes, empty.....	17	5	5	....	7
" Paper.....	37	11	....	....	26
Brass, Mfgs. of.....	117	33	13	....	71
" Rods.....	108	....	....	....	108
" Scrap.....	413	....	....	....	413
" Sheets.....	23	....	....	....	23
" Tubing.....	162	72	4	2	84
" Ware.....	115	33	36	13	33
Brattice Cloth.....	55	55	....	....	....
Bread.....	22	11	10	....	1
Brick, Fire.....	6,044	962	....	....	5,082
Brick, Rubble.....	36	3	....	33	....
Bristles.....	5	3	....	1	1
Bronze Ingots.....	2	2	....	....	....
" Powder.....	3	1	....	....	2
Brooms and Brushes.....	96	40	16	3	37
Bullion.....	4	....	....	....	4
Burlaps.....	905	229	....	118	558
Buttons.....	50	6	....	2	42
Candles.....	21	9	....	6	6
Canned Goods, N.O.S.....	285	32	183	28	42
Canvas.....	36	7	....	....	29
Canvas Hose.....	27	1	....	....	26
Capsules.....	188	138	....	1	49
Cardboard.....	243	79	20	24	120
Carpets.....	1,448	554	123	203	568
Carpet, Waste.....	49	49	....	....	....
Casings, Sausage.....	39	1	2	....	36
Castings.....	566	159	....	28	379
Caustic Soda.....	456	....	....	....	456
Celluloid.....	68	30	....	....	29

Distribution after Import

GOODS	Imports Tons	RAIL			
		Can.	U.S.	Vessel	Other
Celluloid Mfrs. of	159	95	9	18	37
Cement	68	9	....	....	59
Chains	616	138	11	22	445
Chalk	111	42	4	11	54
“ Precipitated	52	....	....	5	47
Cheese	261	83	98	32	48
“ Coloring	9	1	....	....	8
Chemicals	2,184	495	22	475	1,192
Chicory	94	3	3	....	88
Chinaware	3,230	1,657	74	550	949
Chloride, Barium	150	....	29	....	121
“ Calcium	421	6	....	....	415
“ Magnesium	46	46	....	....	....
Church Ornaments	194	94	6	....	94
Cigars and Cigarettes	127	18	....	3	106
Clay, Burnt	51	....	....	17	34
“ China	2,485	65	431	....	1,989
“ Fire	280	138	....	....	142
“ “ Mfrs. of	264	168	....	96	....
Clocks	829	182	85	28	534
Clothes Pins	19	18	....	....	1
Coal	413,575	....	....	....	413,575
Cocoa	161	104	....	10	47
“ Beans	2,937	380	....	320	2,237
“ Butter	1,282	97	....	1,101	84
Coconuts	2,509	430	147	255	1,677
Coffee	1,258	219	2	82	955
“ Essence	23	3	1	4	15
Coke	16,716	....	....	....	16,716
Confectionery	1,636	793	52	489	302
Copperas	34	....	....	....	34
Copper Bars	4	....	....	....	4
“ Mfrs. of	28	4	2	1	21
“ Ore	230	230	....	....	....
“ Rods	21	20	....	....	1
“ Rollers	46	42	....	....	4
“ Sheets	5	1	....	1	3
“ Tubes	54	20	....	6	28
Cordage	168	3	....	5	160
Corks	57	17	....	6	34
Corkwood	1,116	....	....	....	1,116
“ Scrap	1,265	....	....	....	1,265

GOODS	Distribution after Import				
	Imports	RAIL			
		Tons	Can.	U.S.	Vessel Other
Corn, Argentine.....	33,042	.....	.....	.....	33,042
Cotton Duck.....	32	32	.....	.....	.....
Cotton Waste.....	163	158	.....	2	3
Cream Separators.....	613	209	52	301	51
Cream of Tartar.....	178	53	.....	48	77
Creosote.....	24	19	.....	.....	5
Crockery.....	5,848	1,517	2,283	585	1,463
Crucibles.....	138	21	.....	44	73
Curling Stones.....	40	9	2	29	.....
Custard Powder.....	21	15	.....	1	5
Cutlery.....	256	142	.....	16	98
Cyanides.....	375	352	.....	20	3
Cylinders, Gas.....	469	21	.....	.....	448
Degras.....	96	.....	.....	.....	96
Dextrine.....	185	17	.....	6	162
Disinfectants.....	187	55	.....	29	103
Drugs.....	1,589	77	20	61	1,431
Drug Sundries.....	669	160	.....	292	217
Dry Colors.....	2,966	348	107	121	2,390
Dry Goods.....	45,424	20,008	538	6,045	18,833
Dyes.....	521	100	.....	.....	421
Earthenware.....	6,446	2,460	650	1,230	2,106
Effects, Settlers'.....	2,376	1,341	191	60	784
Eggs, Frozen.....	75	.....	.....	.....	75
Electrical App.....	1,778	1,358	7	5	408
Electric Cable.....	39	27	.....	.....	12
Electric Light Bulbs.....	514	10	4	99	401
Electric Locomotives.....	705	.....	.....	.....	705
Emery Cloth.....	14	2	.....	2	10
Enamel Ware.....	194	46	.....	5	143
Engines, Oil.....	195	88	.....	72	35
Epsom Salts.....	932	178	.....	215	539
Extracts, N.O.S.....	31	11	.....	1	19
Farina.....	86	.....	61	.....	25
Feathers.....	36	21	6	5	4
Felt, Pressed.....	430	158	.....	15	257
Ferro Alloy.....	34	.....	.....	34	.....
Ferro Chrome.....	309	60	.....	58	191
“ Manganese.....	3	.....	.....	.....	3
Fertilizers.....	130	26	.....	50	54
Fibres.....	100	83	3	8	6
Fire Arms.....	33	10	.....	1	22

Distribution after Import

GOODS	Imports				
	Tons	Can.	U.S.	Vessel	Other
Fish, Cured.....	2,344	327	1,143	270	604
Fish, Fresh or Frozen.....	66	.....	.....	.....	66
Fish, Tinned.....	2,395	199	854	634	708
Fishing Apparatus.....	181	147	1	9	24
Flax Seed.....	18,251	.....	.....	.....	18,251
Flax Tow.....	8	8	.....	.....	.....
Flooring Hardwood.....	20	9	.....	.....	11
Flour.....	37	17	.....	.....	20
Flour, Potato.....	743	157	.....	90	496
Fly Catchers.....	220	88	.....	29	103
Fruit, Dried.....	3,200	673	1	859	1,667
“ in Brine.....	1,161	7	.....	246	908
“ in Tins.....	666	12	5	381	268
“ Juices.....	153	75	.....	6	72
“ Pulp.....	184	146	.....	3	35
“ Raw.....	4,898	1,101	.....	105	3,692
“ Salts.....	263	3	.....	213	47
“ Syrups.....	6	.....	.....	4	2
Fullers Earth.....	913	136	56	326	395
Furniture.....	4,097	791	1,909	461	936
Furs.....	448	55	.....	.....	393
Ganister.....	22	22	.....	.....	.....
Garden Bulbs.....	5,150	2,693	693	295	1,469
Gasoline.....	22,847	2	4	.....	22,841
Gelatine.....	328	129	6	22	171
Ginger.....	238	87	.....	6	145
Glass, Cut.....	12	.....	.....	.....	12
“ Jars.....	4	.....	.....	.....	4
“ Powdered.....	13	.....	13	.....	.....
“ Sheet.....	26,957	11,316	6,212	2,385	7,044
Glassware.....	8,339	1,239	1,516	847	4,737
Glue.....	550	252	10	131	157
Glycerine.....	1,254	11	.....	.....	1,243
Gramophone Records.....	2	.....	.....	.....	2
Granite, Monumental.....	3,280	1,040	21	78	2,141
Grease.....	216	26	.....	.....	190
Grindstones.....	1,142	70	21	.....	1,051
Groceries, N.O.S.....	434	38	156	99	141
Gums.....	193	89	.....	.....	104
Gypsum.....	60	14	1	.....	45
Hair.....	18	18	.....	.....	.....
Hardware.....	1,952	766	212	203	771

GOODS	Distribution after Import				
	Imports	RAIL			
		Tons	Can.	U.S.	Vessel Other
Hatter's Fur.....	232	199	....	....	33
Hemp, Bales.....	255	37	....	....	218
Hemp, Rope.....	15	6	....	....	9
Hides, Green.....	205	169	27	....	9
Hollowware.....	310	45	9	64	192
Hops.....	243	8	....	....	235
Inks.....	91	9	....	30	52
Insect Powders.....	54	10	....	38	6
Instruments, Musical.....	710	237	300	73	100
" " Parts...	144	33	74	25	12
" Scientific.....	156	64	9	2	81
Insulators.....	906	62	19	273	552
Iron and Steel Bars.....	19,418	1,905	107	272	17,134
" Mfrs., N.O.S.	1,153	305	47	158	643
Iron Ore.....	22	22	....	....	....
" Pig.....	2,478	28	....	....	2,450
" Pipe.....	2,920	117	15	23	2,765
" Sand.....	50	23	....	18	9
" Scrap.....	1,868	....	....	....	1,868
" Sheet.....	3,012	1,180	....	....	1,832
" Skelps.....	1,165	140	....	....	1,025
Jewellery.....	14	5	3	2	4
Jute Cloth.....	2,668	228	32	24	2,384
Lamp Back.....	29	3	....	....	26
Lamps and Lanterns.....	60	14	9	14	23
Lard.....	8	2	....	....	6
Lead, Mfrs. of.....	33	20	....	....	13
Lead, Pig.....	183	28	....	56	99
Lead Pipe.....	25	18	....	2	5
Leather, Bales.....	468	139	126	30	173
" Mfrs.....	242	106	18	32	86
Lentils.....	46	21	....	13	12
Life Buoys.....	63	11	....	....	52
Lime, Chloride of.....	229	....	18	....	211
Linoleum.....	605	232	3	139	231
Linseed.....	9	6	....	....	3
Liquors.....	10,122	2,927	....	2,784	4,411
Lithopone.....	3,920	498	....	186	3,236
Litharge.....	249	60	....	....	189
Livestock.....	114	69	....	....	45
Lobsters, Tinned.....	18	....	....	....	18

Distribution after Import

GOODS	Imports	RAIL			
	Tons	Can.	U.S.	Vessel	Other
Macaroni.....	158	6	....	....	152
Machinery.....	10,080	7,453	176	437	2,014
Machines, Sewing.....	264	258	....	....	6
Magnesia.....	83	56	....	....	27
Magnesite.....	28	6	....	....	22
Mahogany Boards.....	218	10	....	....	208
" Logs.....	133	100	33	....	....
Malt.....	32	4	....	....	28
Malt Extract.....	156	10	....	146	....
Manganese Ore.....	55,136	....	....	55,136	....
Marble.....	807	124	25	21	637
Marble Chips.....	456	....	....	4	452
" Slabs.....	1,103	64	14	8	1,017
Marmalade.....	148	....	44	69	35
Matches.....	285	8	....	....	277
Matings.....	58	15	4	35	4
Meat, Cured.....	20	....	....	....	20
" Extract.....	352	2	....	3	347
" Fresh or Frozen.....	128	....	....	....	128
" in Tins.....	1,011	100	....	4	907
Mercury.....	26	18	....	....	8
Metals, Scrap, N.O.S.....	11	....	....	10	1
Meters.....	23	7	....	....	16
Mica.....	6	6	....	....	....
Milk in Tins.....	77	47	....	23	7
Milk Powdered.....	13	....	....	12	1
Millboards.....	35	3	1	....	31
Millinery.....	4,575	3,379	149	158	889
Millstones.....	15	10	....	....	5
Mineral Waters.....	2,527	456	68	103	1,900
Molasses.....	17,129	35	....	81	17,013
Molassine Meal.....	104	47	....	....	57
Moss.....	58	54	....	....	4
Motor Boats.....	1,215	15	....	....	1,200
Motor Cycles.....	13	13	....	....	....
Mustard.....	104	....	4	54	46
Mustard Bran.....	23	....	....	....	23
Mustard Seed.....	90	41	....	19	30
Nails.....	315	7	....	....	308
Napthaline.....	262	1	....	30	231
Nitrate of Lead.....	6	....	....	....	6
Nitrate of Soda.....	7	....	....	....	7

GOODS	Distribution after Import				
	Imports	RAIL			
	Tons	Can.	U.S.	Vessel	Other
Notions.....	639	245	88	65	241
Nuts and Bolts.....	8	5	....	1	2
Nuts, Edible.....	3,223	1,117	....	905	1,201
Nutmegs.....	14	1	....	....	13
Oakum.....	42	....	....	....	42
Oil, Bean.....	12	....	....	....	12
“ Castor.....	503	126	2	84	291
“ Cocanut.....	202	18	....	19	165
“ Cod.....	737	190	66	205	276
“ Colza.....	71	1	....	....	70
“ Cotton Seed.....	827	827	....	....	....
“ Creosote.....	6,722	....	....	....	6,722
“ Essential.....	249	30	2	7	210
“ Finishing.....	47	....	....	....	47
“ Linseed.....	44	....	....	....	44
“ Lubricating.....	216	184	....	3	29
“ Olive.....	956	266	....	66	624
“ Palm.....	69	10	....	....	59
“ Petroleum.....	688,319	....	....	....	688,319
“ Rape.....	15	....	....	....	15
“ Seal.....	192	....	....	24	168
“ Sod.....	35	....	....	....	35
Oils, various, N.O.S.....	9	1	....	....	8
Oilman's Stores.....	509	6	....	298	205
Oxides, N.O.S.....	16	2	....	....	14
Oxide, Tin.....	15	10	....	....	5
“ Zinc.....	125	125	....	....	....
Paint.....	411	89	1	47	274
Painters' Smalt.....	24	24	....	....	....
Paper, Blotting.....	108	13	....	90	5
“ Mfgs. of.....	1,517	328	44	331	814
“ Printing.....	671	44	....	295	332
“ Stock.....	2,496	2,117	97	6	276
“ Wall.....	232	62	....	41	129
“ Wrapping.....	872	170	....	51	651
Paris Green.....	4	....	....	....	4
Peanuts.....	135	....	....	17	118
Peas.....	36	17	....	....	19
“ Split.....	30	....	....	....	30
Peels.....	289	38	1	203	47
Pepper.....	111	24	5	22	60
Perfumery.....	420	91	35	15	279

GOODS	Distribution after Import				
	Imports	RAIL			
	Tons	Can.	U.S.	Vessel	Other
Phosphates.....	14,125	....	...	....	14,125
Photo Sundries.....	49	16	....	....	33
Pickles.....	497	152	....	117	228
Pictures.....	254	63	8	5	178
Pimento.....	115	8	....	7	100
Pipes, Tobacco.....	526	117	9	18	382
Pitch.....	44	4	...	....	40
Plasticine.....	17	6	...	10	1
Plumbago.....	11	....	...	10	1
Polishes.....	237	18	....	87	132
Plywood.....	30	2	....	3	25
Potash.....	1,987	1,111	....	257	619
" Nitrate of.....	427	36	....	129	262
" Permanganate.....	9	...	....	....	9
Poultry.....	2	....	....	....	2
Preserves.....	595	71	32	303	189
Printed Matter.....	40	17	....	13	10
Propellers.....	3	....	....	....	3
Pulleys.....	79	52	9	1	17
Pulp Board.....	4	....	....	4	....
Pulp Stones.....	47	44	....	....	3
Pumice Stone.....	112	35	1	....	76
Putty.....	331	48	...	39	244
Quarries.....	20	....	...	20	....
Rabbit Skins.....	6	6	...	....	....
Radio Parts.....	55	54	....	....	1
Rags.....	3,229	659	....	122	2,448
Rails, Steel.....	11	....	11	....	....
Razors.....	5	2	....	....	3
Rennet.....	7	7	....	....	....
Resin.....	72	....	1	....	71
Rice.....	1,961	5	....	237	1,719
" Unhulled.....	4,244	....	....	....	4,244
Rope.....	123	20	...	3	100
" Scrap.....	350	193	132	...	25
Rubber, Crude.....	204	204	....	....	....
" Mfrs. of.....	330	238	19	21	52
" Substitute.....	43	43	....	....	....
Sacks, Cotton.....	4	....	....	....	4
Saddlery.....	147	58	3	1	85
Sal Ammoniac.....	282	80	....	64	138
Salts, Bath.....	38	7	7	4	20

Distribution after Import

GOODS	Imports	RAIL			
	Tons	Can.	U.S.	Vessel	Other
Salt Cake.....	15	4	....	....	11
“ Coarse.....	15,659	72	....	120	15,467
“ Fine.....	254	135	....	....	119
Salts, Glauber.....	256	....	....	....	256
“ Health.....	84	....	....	....	84
Saltpetre.....	56	....	....	....	56
Salts, Rochelle.....	48	1	....	....	47
Sand.....	28,395	3	....	....	28,392
Satinwood.....	15	....	15	....	....
Sauces.....	648	66	....	309	273
Sausages.....	4	....	....	....	4
Sawdust.....	37	....	....	....	37
Scales.....	7	4	....	....	3
Seed, Caraway.....	38	....	....	11	27
“ Garden or Field.....	523	119	35	131	238
Senna.....	41	....	41	....	....
Sheep Dip.....	28	1	22	....	5
Sheep Skins.....	185	103	1	2	79
Silverware.....	475	190	2	34	249
Sisal.....	2,526	1,201	205	968	152
Slate.....	26	26	....	....	....
Soap, Castile.....	382	212	....	58	112
“ Common.....	116	6	....	23	87
“ Liquid.....	17	12	....	....	5
“ Powder.....	15	14	....	1	....
“ Toilet.....	216	53	8	46	109
Soapstone.....	104	104	....	....	....
Soda.....	374	79	....	51	244
Soda Ash.....	106	....	....	5	101
“ Bichromate of.....	185	....	....	....	185
“ Bisulphate of.....	139	24	....	....	115
“ Nitrate of.....	1,733	162	31	21	1,519
“ Phosphate.....	156	31	....	....	125
“ Sal.....	153	....	....	....	153
“ Silicate.....	89	....	....	....	89
“ Sulphate of.....	671	152	....	213	306
Soot.....	12	....	2	7	3
Spices.....	88	12	23	....	53
Spools.....	10	....	10	....	....
Sporting Goods.....	228	131	16	11	70
Starch.....	127	43	....	73	11
Stationery.....	956	447	13	203	293

GOODS	Distribution after Import				
	Imports	RAIL			
	Tons	Can.	U.S.	Vessel	Other
Statuary.....	421	50	36	1	334
Stearine.....	60	17	....	....	43
Steel Angles.....	6,283	94	....	....	6,189
“ Balls.....	746	669	....	....	77
“ Bands.....	475	....	207	....	268
“ Billets.....	8,234	8	....	....	8,226
“ Hoop.....	1,937	103	....	311	1,523
“ Plates.....	5,612	9	....	252	5,351
“ Rollers.....	25	4	....	....	21
“ Sheet.....	12,216	146	275	....	11,795
“ Strips.....	160	47	....	....	113
“ Structural.....	8,529	134	....	....	8,395
“ Tanks.....	38	....	....	....	38
Steel Tubing.....	1,650	202	118	1	1,329
“ Tyres.....	1,611	623	....	....	988
Stone Blocks.....	71	....	....	....	71
“ Mfrs. of.....	82	16	14	1	51
“ Unmanufactured.....	3,656	2,297	26	....	1,333
Stoves.....	14	11	....	....	3
Strawboard.....	11	....	....	....	11
Straw Covers.....	328	119	....	11	198
Sugar, Raw.....	168,137	341	....	1,300	166,496
“ Refined.....	3,924	....	1	....	3,923
Sulphate of Alumina.....	55	55	....	....	....
“ Ammonia.....	91	66	....	....	25
“ Copper.....	354	....	....	....	354
Sulphate N.O.S.....	39	21	....	....	18
Sulphur.....	36,087	....	....	....	36,087
Sundries.....	1,554	635	144	352	423
Syphons.....	6	2	....	....	4
Syrups.....	32	4	....	7	21
Syrup, Corn.....	327	16	....	238	73
Talc.....	134	2	....	....	132
Tallow.....	80	4	....	....	76
Tanner's Bate.....	131	128	....	....	3
“ Extract.....	328	62	....	28	238
Tapioca.....	9	....	....	....	9
Tar.....	38	....	....	....	38
Tea.....	8,540	818	4	1,151	6,567
Teakwood.....	17	17	....	....	....
Telephonic Material.....	159	145	....	....	14
Thread.....	631	25	....	97	509

Distribution after Import

GOODS	Imports	RAIL			
	Tons	Can.	U.S.	Vessel	Other
Tiles.....	1,509	236	16	138	1,119
Timonax.....	37	....	....	....	37
Tins, Empty.....	420	54	....	....	366
Tin Ingots.....	515	127	....	67	321
“ Plates.....	7,867	3,292	....	20	4,555
“ Tubes.....	10	1	....	....	9
“ Ware.....	93	58	1	2	32
Tobacco Leaf.....	119	....	....	....	119
“ Mfrs.....	188	56	2	10	120
“ Sundries.....	586	94	....	....	492
Toilet Articles.....	399	42	1	222	134
Tools.....	347	91	1	13	242
Tortoise Shell.....	5	....	....	....	5
Toys.....	10,506	1,944	3,015	1,809	3,738
Trucks.....	32	....	....	....	32
Trunks.....	6	1	1	2	2
Twine, Binder.....	5,105	....	....	....	5,105
“ Cotton.....	24	17	....	7	....
“ Hemp.....	76	32	....	7	37
“ Various.....	24	12	....	4	8
Typewriters.....	5	5	....	....	....
Umbrellas.....	4	3	....	....	1
Valves.....	76	14	2	....	60
Varnishes.....	55	6	1	8	40
Vegetable Extracts.....	26	17	....	....	9
Vegetables in Tins.....	1,830	128	21	170	1,511
“ Raw.....	3,827	798	....	....	3,029
Vinegar, Bbls.....	77	2	....	36	39
“ in Glass.....	132	1	....	104	17
Wagons.....	13	....	13	....	....
Washers, Metal.....	6	....	....	....	6
Watches.....	20	5	5	....	10
Wax.....	35	2	1	3	29
Wheels.....	219	69	....	....	150
Whiting.....	11,678	3,481	....	378	7,819
Willows.....	8	6	....	....	2
Window Frames.....	218	160	1	....	57
Wines.....	7,180	494	....	350	6,336
Wire, Barbed.....	327	21	....	84	222
“ Bronze.....	53	18	....	....	35
“ Cloth.....	54	4	....	....	50
“ Coils.....	4,653	1,168	4	513	2,368

Distribution after Import

GOODS	Imports				
	Tons	Can.	U.S.	Vessel	Other
Wire, Copper	4	....	2	....	2
“ Fencing	77	55	....	22	....
“ in Bbls.	35	35	....	....	....
“ Mfrs. of	66	16	....	2	48
“ Netting	850	519	....	23	308
“ Rods	29,407	12,313	....	894	16,200
“ Rope	901	705	28	66	102
Woodenware	324	68	132	38	86
Woodpulp	2,576	112	336	2,128	....
Wool	1,616	1,575	1	23	17
“ Grease	110	68	....	....	42
“ Greasy	277	234	1	....	42
“ Scoured	180	148	....	24	8
“ Tops and Noils	1,432	1,359	....	57	16
“ Waste	192	34	....	2	156
Yarns	4,234	2,714	11	600	909
Zinc, Dust	6	6	....	....	....
“ Plates	257	7	....	....	250
“ Sheets	364	33	....	18	313
“ White	84	1	....	....	83
Totals	2,028,051	137,466	25,356	102,689	1,762,540

EXPORTS

Carried Before Export

GOODS	Exports				
	Tons	Can.	U.S.	Vessel	Other
Acetic Acid	5,222	5,222	....	....	....
Acids, Various	22	3	....	....	19
Adding Machines	7	7	....	....	....
Advertising Matter	76	28	9	7	32
Agricultural Implements	35,680	8,748	22,330	4,601	1
Alabastine	345	271	....	74	....
Alcohol, Industrial	55	14	....	....	41
Alum	1	....	....	....	1
Aluminum Ingots	49	43	....	....	6
“ Sheets	65	65	....	....	....
“ Ware	62	29	....	32	1
“ Wire	56	56	....	....	....

GOODS	Carried Before Export				
	Exports	RAIL			
	Tons	Can.	U.S.	Vessel	Other
Ammonia.....	146	37	....	109	....
Ammunition.....	81	70	....	....	11
Animal Foods.....	13	9	....	2	2
Arrow Root.....	2	2	....	....	....
Asbestos Cement.....	66	....	....	....	66
“ Fibre.....	2,223	2,209	....	....	14
“ Mfrs. of.....	840	783	....	2	55
“ Shingles.....	96	10	....	....	86
Asphalt.....	2	....	....	....	2
“ Shingles.....	224	30	....	....	194
Automobiles.....	73,466	10,340	62,505	....	621
Automobile Chains.....	52	52	....	....	....
“ Parts.....	26,053	17,497	8,287	236	33
Axles.....	15	15	....	....	....
Babbit.....	45	1	....	44	....
Baby Carriages.....	12	12	....	....	....
Bags and Bagging Jute.....	816	76	....	14	726
Bags, Paper.....	150	82	....	17	51
Balsam.....	2	....	....	....	2
Barley, Pot.....	14	14	....	....	....
Barrels and Drums, Empty..	1,304	641	....	40	623
Basketware.....	4	4	....	....	....
Baths.....	43	42	....	....	1
Batteries.....	411	358	....	50	3
Battery Plates.....	8	5	....	3	....
Beans.....	46	4	24	....	18
Bedding.....	760	269	....	5	486
Beers.....	178	26	....	3	149
Bells.....	2	....	....	....	2
Belting.....	44	13	9	21	1
Bicycles and Parts.....	332	331	....	....	1
Bird Seed.....	11	....	....	6	5
Biscuits.....	71	70	....	....	1
Blocks, Maple.....	49	49	....	....	....
Boats.....	30	26	....	....	4
Boiler Compound.....	30	3	....	27	....
“ Parts.....	80	4	....	....	76
Books.....	148	80	2	43	23
Boots and Shoes.....	255	134	....	....	121
Bottles, Empty.....	1,985	422	....	16	1,547
“ Thermos.....	12	4	....	6	2
Box Board.....	2,042	2,035	....	....	7

GOODS	Carried Before Export				
	Exports	RAIL			
	Tons	Can.	U.S.	Vessel	Other
Boxes, Empty.....	44	2	.....	.....	42
“ Paper.....	111	71	.....	20	20
Brake Shoes.....	21	21	.....	.....	.....
Bran.....	1,116	127	.....	.....	989
Brass, Mfrs. of.....	82	1	.....	.....	81
“ Rods.....	10	.....	2	8	.....
“ Scrap.....	611	57	.....	.....	554
“ Sheets.....	5	1	.....	4	.....
“ Tubing.....	7	.....	.....	.....	7
Brewers' Grains.....	128	113	.....	.....	15
Brick, Building.....	296	296	.....	.....	.....
“ Fire.....	671	645	7	.....	19
Bronze, Mfrs. of.....	1	1	.....	.....	.....
“ Powder.....	144	.....	.....	1	143
Brooms and Brushes.....	195	158	.....	31	6
Bullion.....	12	.....	.....	.....	12
Butter.....	3,896	1,856	32	1	2,007
Buttermilk.....	180	.....	20	43	117
Buttons.....	6	3	.....	3	.....
Calks, Toe.....	62	29	.....	8	25
Candles.....	1	.....	.....	.....	1
Canned Goods, N.O.S.....	4,135	2,635	252	763	485
Capsules.....	84	.....	.....	5	79
Carbide.....	1,132	1,132	.....	.....	.....
Carbon Black.....	10	10	.....	.....	.....
Carborundum Sand.....	363	363	.....	.....	.....
Cardboard.....	45	27	.....	.....	18
Carpets.....	24	12	1	.....	11
Casings, Sausage.....	526	248	112	26	140
Castings.....	315	69	234	2	10
Catsup.....	1,274	1,231	23	6	14
Cement.....	39,168	237	.....	.....	38,931
“ Roofing.....	1	.....	.....	.....	1
Cereals.....	3,863	3,801	41	.....	21
Chains.....	177	134	31	.....	12
Cheese.....	73,610	3,852	1	12	69,745
Chemicals.....	258	118	2	4	134
Chicory.....	8	.....	.....	.....	8
Chinaware.....	5	4	.....	.....	1
Church Ornaments.....	3	3	.....	.....	.....
Cigars and Cigarettes.....	55	.....	.....	.....	55
Clay, Fire.....	22	.....	.....	.....	22

GOODS	Carried Before Export				
	Exports		RAIL		
	Tons	Can.	U.S.	Vessel	Other
Clay, Mfrs. of.....	4	....	....	....	4
Clocks.....	56	55	....	....	1
Clothes Pins.....	216	214	2	....	....
Coal.....	12	....	....	....	12
Cobalt Metal.....	4	4	....	....	....
“ Ore.....	142	117	....	....	25
Cocoa.....	45	....	....	3	42
“ Beans.....	16	....	....	16	....
“ Butter.....	2	....	....	2	....
Coconuts.....	47	....	....	....	47
Coffins.....	4	....	....	....	4
Coke.....	25	....	....	....	25
Condensers.....	7	....	....	....	7
Confectionery.....	563	213	2	226	122
Containers.....	187	161	....	26	....
Copper Billets.....	2,050	....	2,021	....	29
“ Matte.....	17,662	17,662	....	....	....
“ Scrap.....	36	....	....	....	36
“ Sheets.....	88	1	....	87	....
“ Sulphate.....	8	....	....	....	8
“ Wire.....	137	100	2	....	35
Cordage.....	26	23	1	....	2
Corn, Cracked.....	161	....	....	....	161
“ Starch.....	2,600	25	2,575	....	....
Cotton Duck.....	5	5	....	....	....
“ Raw.....	65	35	....	30	....
“ Waste.....	70	4	....	11	55
Cracklings.....	30	....	....	....	30
Creamettes.....	45	....	45	....	....
Cream Separators.....	258	257	....	....	1
Crockery.....	22	21	....	....	1
Custard Powder.....	18	5	....	13	....
Cutlery.....	3	1	1	....	1
Cylinders, Empty.....	9	8	....	....	1
Cyanide.....	52	52	....	....	....
Dextrine.....	104	....	94	....	10
Disinfectants.....	53	....	....	....	53
Doors.....	252	219	29	3	1
Dowels.....	238	238	....	....	....
Drugs and Medicines.....	444	295	3	48	98
Druggists' Sundries.....	170	4	....	20	146
Dry Colors.....	298	....	....	....	298

GOODS	Carried Before Export				
	Exports	RAIL			
	Tons	Can.	U.S.	Vessel	Other
Dry Goods.....	1,800	1,058	17	245	480
Dyes.....	199	17	64	.....	118
Earthenware.....	149	66	77	.....	6
Effects, Settlers'.....	1,391	640	27	10	714
Eggs.....	3,310	2,303	260	.....	747
Eggs, Frozen.....	7	.....	.....	.....	7
Egg Fillers.....	416	416	.....	.....	.....
Electrical Apparatus.....	497	171	7	194	125
Electric Bulbs.....	27	.....	19	8	.....
Electric Ranges.....	2,185	1,964	.....	.....	221
Enamelware.....	38	10	.....	27	1
Engines, Gas.....	158	94	64	.....	.....
“ Oil.....	8	8	.....	.....	.....
“ Turbine.....	12	.....	12	.....	.....
Exhibits.....	120	120	.....	.....	.....
Extracts.....	68	5	.....	29	34
Feathers.....	76	7	52	.....	17
Feed, Cattle.....	1,720	.....	.....	.....	1,720
Feldspar.....	50	50	.....	.....	.....
Felt.....	121	95	.....	.....	26
Fibreboard.....	39	1	.....	.....	38
Fire Arms.....	11	.....	11	.....	.....
Fire Sand.....	83	83	.....	.....	.....
Fish, Cured.....	1,437	153	.....	.....	1,284
Fish, Fresh.....	1,430	676	.....	.....	754
“ in Tins.....	249	220	.....	.....	29
“ Meal.....	107	107	.....	.....	.....
Flooring, Hardwood.....	1,207	1,112	44	2	49
Flour.....	320,251	174,771	319	2,213	142,948
“ Potato.....	2	2	.....	.....	.....
Fruit, Dried.....	299	83	188	.....	28
“ in Tins.....	461	284	.....	119	58
“ Jars.....	767	29	.....	55	683
“ Juices.....	222	204	.....	3	15
“ Pectin.....	415	415	.....	.....	.....
“ Pulp.....	70	70	.....	.....	.....
“ Raw or Green.....	28,711	24,963	2,690	36	1,022
“ Syrups.....	3	.....	.....	3	.....
Furnace Parts.....	64	14	.....	23	27
Furniture.....	1,736	1,566	48	30	92
Furs.....	189	91	.....	1	97
Fur Waste.....	6	.....	.....	.....	6

GOODS	Carried Before Export				
	Exports	RAIL			
	Tons	Can.	U.S.	Vessel	Other
Garden Bulbs.....	4	....	....	....	4
Gasoline.....	290	....	....	....	290
Gelatine.....	5	....	....	....	5
Glass, Cut.....	11	4	....	....	7
" Sheet.....	10	....	....	....	10
Glassware.....	303	28	44	....	231
Glucose.....	499	495	....	....	4
Glue.....	24	10	....	9	5
Grain in Bags:					
Corn.....	360	74	....	....	286
Oats.....	10,794	1,486	12	....	9,296
Wheat.....	38	....	....	....	38
Grain, Bulk:					
Barley.....	371,667	....	....	371,667	....
Oats.....	201,241	....	....	201,241	....
Rye.....	208,196	....	....	208,196	....
Wheat.....	2,690,783	....	....	2,690,783	....
Gramophone Records.....	5	1	....	....	4
Granite.....	132	132	....	....	....
Graphite.....	123	67	56	....	....
Grease.....	330	268	....	53	9
Grindstones.....	180	76	101	....	3
Grits.....	126	....	126	....	....
Groats.....	203	203	....	....	....
Groceries.....	391	85	109	60	137
Gums.....	269	245	....	....	24
Gypsum and Plaster.....	2,122	2,111	....	....	11
Hair.....	544	58	479	....	7
Handles, Wooden.....	641	225	408	....	8
Hardware.....	607	367	19	88	133
Hides.....	66	66	....	....	....
Honey.....	516	88	....	127	301
Hoops, Steel.....	19	....	19	....	....
Hops.....	801	91	685	1	24
Horse Flesh.....	19	18	....	1	....
" Shoes.....	318	32	....	25	261
Incubators.....	53	53	....	....	....
Inks.....	135	4	..	93	38
Instruments, Musical.....	3,259	1,129	1,857	70	203
" Parts.....	275	264	....	....	11
" Scientific.....	6	6	....	....	....
Insulators.....	72	40	....	25	7

Carried Before Export

GOODS	Exports	RAIL			
	Tons	Can.	U.S.	Vessel	Other
Iron, Bands.....	27	....	27	....	....
“ Balls.....	35	....	35	....	....
“ Bars.....	3,393	87	502	17	2,787
“ Mfrs. of.....	71	39	19	....	13
“ Ore.....	203	203	....	....	....
“ Pig.....	103	....	101	....	2
“ Piping.....	8,978	3,336	....	171	5,471
“ Scrap.....	130	130	....	....	....
Lamps and Lanterns.....	296	19	3	259	15
Lamp Shades.....	32	5	....	27	....
Lard.....	47,681	1,638	45,898	....	145
Last Blocks.....	142	136	....	....	6
Lawn Mowers.....	122	86	....	....	36
Lead, Scrap.....	1	....	....	....	1
“ Sheet.....	2	....	....	....	2
“ Shot.....	17	....	....	....	17
Leather Board.....	95	78	....	....	17
“ Bundles.....	661	256	14	62	329
“ Mfrs.....	170	132	2	33	3
Lime.....	9	....	....	6	3
“ Chloride of.....	5	....	....	5	....
Linoleum.....	106	....	....	....	106
Liquors.....	3,554	3,522	1	30	1
Litharge.....	9	....	....	....	9
Lobsters, Tinned.....	544	528	....	....	16
Locomotive, Parts.....	78	....	....	....	78
Macaroni.....	287	17	67	20	183
Machinery.....	1,742	625	568	35	514
Machines, Sewing and Parts	2,159	2,159	....	....	....
Magnesite.....	510	510	....	....	....
Malt.....	516	235	....	....	281
Maple Squares.....	75	74	....	....	1
Maple Strips.....	371	371	....	....	....
Marble.....	21	....	....	....	21
Match Splints.....	2,049	2,049	....	....	....
Matches.....	4	1	....	....	3
Meal.....	4,255	3,292	320	....	643
Meat, Cured.....	68,542	21,543	44,538	200	2,261
“ Extract.....	28	....	....	....	28
“ Fresh or Frozen.....	3,800	1,998	1,287	6	509
“ in Tins.....	1,792	96	1,486	....	210
Metal Scraps, N.O.S.....	15	3	....	....	12

GOODS	Carried Before Export				
	Exports	RAIL			
	Tons	Can.	U.S.	Vessel	Other
Meters.....	49	39	....	8	2
Mica.....	11	11	....	....	....
Middlings.....	49	....	....	....	49
Milk in Tins.....	7,967	5,791	1,994	....	182
Milk Powder.....	920	847	23	....	50
Mill Boards.....	6	6	....	....	....
Millinery.....	35	30	....	3	2
Mineral Waters.....	86	....	....	10	76
Mineral White.....	28	28	....	....	....
Molasses.....	17	4	....	....	13
Moss.....	1	1	....	....	....
Motor Boats.....	43	27	....	....	16
Motor Cycles.....	5	....	3	....	2
Mustard.....	73	73	....	....	....
Mustard Seed.....	15	15	....	....	....
Nails.....	3,087	1,174	28	106	1,779
Naphthaline.....	54	....	....	....	54
Nickel Dross.....	58	58	....	....	....
Nickel Ingots.....	340	340	....	....	....
Nickel Oxide.....	1,196	1,196	....	....	....
Nickel Shot.....	383	383	....	....	....
Nuts and Bolts.....	726	179	....	21	526
Nutmegs.....	5	4	....	....	1
Oatfeed.....	1,792	1,652	....	....	140
Oats, Rolled.....	13,050	10,069	2,964	....	17
Oil, Acetone.....	7	7	....	....	....
" Bean.....	3	3	....	....	....
" Cake.....	5,126	47	....	....	5,079
" Coconut.....	7	1	....	....	6
" Corn.....	23	23	....	....	....
" Essential.....	76	....	....	70	6
" Lard.....	5	....	5	....	....
" Linseed.....	49	....	....	....	49
" Lubricating.....	465	201	14	36	214
" Oleo.....	1,553	126	1,351	76	....
" Palm.....	1	....	....	....	1
" Peanut.....	67	....	....	67	....
Oils, N.O.S.....	34	19	....	....	15
Oilmen's Stores.....	34	33	....	1	....
Ores.....	45	45	....	....	....
Oxides.....	90	90	....	....	....
Oysters.....	8	....	....	....	8

Carried Before Export

GOODS	Exports	RAIL			
	Tons	Can.	U.S.	Vessel	Other
Paints.....	808	101	1	47	659
Paper, Blotting.....	5	3	.....	.....	2
“ Board.....	298	.....	.....	.....	298
“ Mfrs. of.....	624	356	20	17	231
“ Printing.....	22,510	22,258	58	15	179
“ Roofing.....	1,665	338	.....	.....	1,327
“ Wall.....	1,447	398	.....	433	616
“ Wrapping.....	7,780	7,460	.....	156	164
Paris Green.....	18	.....	.....	.....	18
Peas.....	297	266	22	8	1
“ Split.....	22	.....	.....	.....	22
Pegwood.....	117	117	.....	.....	.....
Phosphates.....	48	48	.....	.....	.....
Phosphorus.....	1,643	1,643	.....	.....	.....
Photo Supplies.....	1,007	996	.....	.....	11
Pickles.....	32	28	.....	.....	4
Pictures and Frames.....	22	7	.....	4	11
Pipe Fittings.....	652	417	.....	3	232
Pipes, Tobacco.....	6	1	.....	3	2
Pitch.....	45	21	5	.....	19
Plasterboard.....	100	100	.....	.....	.....
Polishes.....	67	6	28	.....	33
Potash.....	16	.....	.....	.....	16
Poultry.....	65	13	.....	42	10
“ Feed.....	122	53	.....	.....	69
Preserves.....	49	7	.....	41	1
Printed Matter.....	28	9	1	1	17
Pulleys.....	52	49	1	2	.....
Pulpboard.....	841	807	34	.....	.....
Pulpstones.....	116	42	74	.....	.....
Putty.....	8	.....	.....	.....	8
Radiators.....	52	41	.....	1	10
Radio Parts.....	62	53	.....	.....	9
Rags.....	531	37	.....	178	316
Rails, Steel.....	44	44	.....	.....	.....
Razor Parts.....	12	1	.....	1	10
Refrigerators.....	614	335	.....	17	262
Releasall.....	129	.....	.....	.....	129
Resin.....	7	1	.....	6	.....
Rice.....	345	.....	.....	.....	345
Rice Meals.....	365	.....	.....	.....	365
Rivets.....	85	43	.....	5	37

GOODS	Carried Before Export				
	Exports	RAIL			
	Tons	Can.	U.S.	Vessel	Other
Rope.....	18	12	....	....	6
Rubber, Mfrs. of.....	19,115	14,396	80	3,310	1,329
Saddlery.....	1	1	....	....	....
Salt, Coarse.....	28	....	....	....	28
“ Fine.....	1,731	1,516	....	177	38
Sauces.....	4	....	4	....	....
Sausages.....	6	....	5	1	....
Sawdust.....	34	27	....	....	7
Scales.....	219	24	191	4	....
Screws.....	34	6	....	10	18
Seeds.....	1,835	569	789	468	9
Seneca Root.....	45	45	....	....	....
Shawinigan Black.....	377	377	....	....	....
Shingles, N.O.S.....	72	38	....	....	34
Ships' Stores.....	7,607	....	....	....	7,607
Shoe Counters.....	122	6	....	....	116
Shoe Shanks.....	54	36	....	....	18
Shooks.....	505	475	3	....	27
Shortening.....	379	158	13	201	7
Shorts.....	282	8	....	1	273
Silver Ore.....	295	252	....	....	43
Silverware.....	14	12	....	....	2
Skewers.....	52	52	....	....	....
Soap, Common.....	83	1	....	24	58
“ Liquid.....	23	....	....	....	23
“ Powders.....	329	92	....	212	25
“ Toilet.....	2,058	35	5	1,968	50
Soapstone.....	189	175	....	14	....
Soda.....	59	21	....	....	38
Soup in Tins.....	218	214	....	4	....
Spices.....	6	5	....	1	....
Spikes.....	388	123	....	19	246
Spoolwood.....	496	473	....	1	22
Sporting Goods.....	86	44	....	34	8
Staples, Metal.....	343	295	....	....	48
Starch.....	1,145	1,145	....	....	....
Stationery.....	123	41	....	40	42
Statuary.....	3	....	....	....	3
Staves.....	222	23	199	....	....
Stearine.....	17	....	17	....	....
Steel Angles.....	98	....	....	....	98
“ Balls.....	74	....	74	....	....

Carried Before Export

GOODS	Exports	RAIL			
	Tons	Can.	U.S.	Vessel	Other
Steel Bands.....	9	....	9	....	....
“ Billets.....	2	....	....	....	2
“ Mfrs. of.....	84	30	18	....	36
“ Pipe.....	1,714	368	....	....	1,346
“ Plates.....	104	30	....	....	74
“ Rods.....	10	....	....	....	10
“ Sheets.....	1,171	4	1,103	5	59
“ Strips.....	123	15	100	....	8
“ Structural.....	565	458	2	....	105
“ Tanks.....	36	....	....	32	4
“ Tubing.....	13	13	....	....	....
Stone, Mfrs. of.....	3	3	....	....	....
Stoves.....	326	303	8	8	7
Stove Oil.....	165	24	....	141	....
Strawboard.....	40	40	....	....	....
Sugar, Maple.....	11	2	....	....	9
“ Refined.....	27,180	....	....	....	27,180
“ of Milk.....	5	5	....	....	....
Sulphate of Ammonia.....	2,451	1,803	....	344	304
Sulphate of Copper.....	25	....	....	....	25
Sulphate, N.O.S.....	2	2	....	....	....
Sundries.....	12,675	1,019	38	3,900	7,718
Syrups, N.O.S.....	2	1	....	....	1
Syrup, Corn.....	194	123	71	....	....
“ Maple.....	75	22	1	13	39
Table Oilcloth.....	319	....	....	....	319
Talc.....	582	582	....	....	....
Tallow.....	199	55	....	....	144
Tar.....	30	....	....	....	30
Tarvia.....	231	....	....	....	231
Tea.....	82	3	....	2	77
Thread.....	5	....	....	1	4
Tiles.....	114	105	....	9	....
Tin Ashes.....	14	6	....	....	8
Tins, Empty.....	3	....	....	....	3
Tin Ingots.....	1	....	....	....	1
Tin Plates.....	36	36	....	....	....
Tin Scrap.....	29	29	....	....	....
Tinware.....	33	5	....	13	15
Tobacco Leaf.....	1,052	1,044	....	4	4
Tobacco, Mfrs.....	13	5	....	....	8
Tobacco Sundries.....	57	37	....	13	7

Carried Before Export

GOODS	RAIL				
	Exports Tons	Can.	U.S.	Vessel	Other
Toilet Preparations.....	405	29	60	230	86
Tools.....	147	6	52	8	81
Toys.....	179	134	33	8	4
Tractors.....	5,029	284	4,745	.....	.....
Trucks.....	1,094	171	923	.....	.....
Trunks.....	107	22	.....	.....	85
Twine, Binder.....	929	826	.....	100	3
Twine, Cotton.....	18	17	.....	.....	1
Twine, N.O.S.....	30	1	.....	.....	29
Typewriters.....	9	9	.....	.....	.....
Umbrellas.....	3	.....	.....	.....	3
Valves.....	393	11	3	22	357
Varnishes.....	66	14	.....	.....	52
Vegetables in Tins.....	168	90	55	16	7
Vegetables, Raw or Green...	27	.....	.....	.....	27
Veneers.....	31	31	.....	.....	.....
Vinegar, in Bulk.....	202	6	.....	135	61
Wagons.....	32	22	10	.....	.....
Wallboard.....	6,498	6,339	18	.....	141
Washers, Metal.....	97	70	.....	2	25
Washing Blue.....	23	.....	.....	.....	23
Washing Compound.....	149	.....	.....	.....	149
Watches.....	5	5	.....	.....	.....
Wax.....	2	1	.....	1	.....
Wheelbarrows.....	2	.....	.....	.....	2
Wheels.....	509	413	.....	88	8
Whiting.....	2	.....	.....	.....	2
Window Frames.....	44	9	.....	.....	35
Window Shades.....	275	269	.....	5	1
Wines.....	4	4	.....	.....	.....
Wire in Barrels.....	1,311	174	.....	154	983
Wire, Barb.....	634	551	.....	.....	83
" Cable.....	179	138	.....	5	36
" Cloth.....	52	31	.....	10	11
" in Coils, Steel.....	2,348	1,227	.....	17	1,104
" Copper.....	80	52	4	20	4
" Fencing.....	1,042	866	.....	110	66
" Mfrs. of.....	82	52	18	4	8
" Netting.....	9	2	.....	4	3
" Rope.....	53	26	.....	.....	27
Woodenware.....	934	930	2	2	.....
Woodpulp.....	15,277	15,215	62	.....	.....

Carried Before Export

GOODS	Exports	RAIL			
	Tons	Can.	U.S.	Vessel	Other
Wood Rollers.....	29	17	....	.....	12
Wood Shanks.....	194	194	....	.....	....
Wool.....	8	2	....	6	....
Wool Waste.....	3	....	....	3	....
Yarns.....	16	15	....	.....	1
Yeast.....	30	29	....	1	....
Zinc Dross.....	385	34	....	.....	351
Zinc Plates.....	39	....	....	38	1
Zinc Sheets.....	63	....	62	1	....
Total.....	4,539,058	463,811	214,763	3,498,451	362,033

DOMESTIC TONNAGE

	RAIL		VESSEL		Other	Total
	In	Out	In	Out		
Acids.....	257	...	...	...	...	257
Aeroplanes.....	7	...	...	...	...	7
Alcohol, Industrial...	...	712	...	...	...	712
Ammonia.....	14	20	...	...	...	34
Ammunition.....	...	122	...	...	...	122
Angles.....	1,069	296	...	...	...	1,365
Animal Feed.....	78	...	...	...	...	78
Automobiles and Parts.....	...	836	7	...	...	843
Bagging.....	221	465	15	...	...	701
Baking Powder.....	318	3	1	...	...	322
Barrels, empty.....	22	7	2	...	...	31
Basketware.....	47	...	...	...	...	47
Baths.....	24	...	...	...	...	24
Beans, Sacks.....	127	...	...	...	...	127
Beers.....	13	5	9	...	...	27
Beet Pulp.....	60	...	...	...	...	60
Belting.....	...	...	1	...	...	1
Bicarbonate of Soda..	...	126	...	...	...	126
Bicycles.....	161	...	...	...	...	161
Binder Twine.....	15	...	...	...	...	15
Biscuits.....	335	...	...	...	...	335
Boats.....	21	...	...	...	...	21
Boilers and Parts....	87	546	...	41	...	674

	RAIL		VESSEL		Other	Total
	In	Out	In	Out		
Bolts and Nuts, etc..	...	81	4	3	...	88
Books.....	...	...	3	...	...	3
Boots.....	...	...	1	...	...	1
Bottles, Empty.....	15	...	2	...	...	17
Boxes, ".....	486	31	25	...	...	542
" Paper.....	12	25	5	...	...	42
Bran.....	386	...	150	2	...	538
Brick, Fire.....	306	149	20	...	...	475
" Terra Cotta...	29	...	...	...	...	29
Broom, Corn.....	57	...	...	...	...	57
" Handles.....	...	...	3	...	...	3
Butter.....	179	2	...	...	...	181
Carbide.....	...	...	1	2	...	3
Casings, Sausage....	7	...	...	...	...	7
Castings.....	186	67	12	...	...	265
Caustic Soda.....	...	61	...	...	...	61
Cement.....	3,364	18,293	...	2,604	29	24,290
Cement Blocks.....	109	...	...	...	...	109
Cereals.....	2,878	19	...	...	...	2,897
Chains.....	...	...	3	...	...	3
Channels.....	210	...	...	...	...	210
Charcoal.....	480	70	...	...	...	550
Cheese.....	336	2,439	...	1	...	2,776
Chemicals.....	10	...	...	18	...	28
Chinaware.....	...	...	242	...	...	242
Chloride.....	27	...	...	...	...	27
Cinders.....	34	...	...	...	...	34
Clay.....	...	...	...	...	26	26
" Fire.....	47	...	...	...	...	47
Cleanser.....	294	...	...	1	...	295
Coal, Anthracite....	32,199	8,313	...	...	...	40,512
" Bituminous....	12,722	...	1,421,179	...	...	1,433,901
Coco Mats.....	4	...	...	...	...	4
Coffee.....	...	7	3	...	...	10
" Extract.....	13	...	...	...	...	13
Coke.....	1,783	...	45,059	...	...	46,842
Confectionery.....	...	...	6	1	...	7
Contractors' Outfit ..	315	272	...	...	...	587
Cooperage Stock.....	349	5	...	...	...	354
Cordage.....	...	...	12	...	...	12
Cotton, Raw.....	3,360	...	...	...	...	3,360
Cream Separators....	240	...	...	...	...	240
Doors.....	6	...	...	15	...	21
Drugs.....	...	...	3	7	...	10

	RAIL		VESSEL		Other	Total
	In	Out	In	Out		
Drums, Empty.....	229	...	...	...	...	229
Dry Goods.....	...	...	6	...	...	6
Earthenware.....	...	...	...	2	...	2
Eggs.....	1,661	...	...	...	...	1,661
Egg Yolks.....	...	...	1	...	...	1
Electrical Apparatus.	44	6	...	2	...	52
Enamelware.....	297	...	...	...	...	297
Explosives.....	5	...	...	...	...	5
Feathers.....	...	...	1	...	...	1
Fertilizers.....	...	56	...	...	...	56
Fibre.....	...	...	11	...	...	11
Fish, Cured.....	...	...	19	...	...	19
" Fresh or Frozen.	...	47	14	6	...	67
" In Tins.....	14	...	2,700	3	...	2,717
Flax.....	1,429	...	...	...	...	1,429
Flax Seed.....	8,383	...	...	...	...	8,383
Flour.....	1,018	604	3,426	99	...	5,147
Fruit, Dried.....	303	1	39	...	...	343
" Green.....	1,003	872	...	1	...	1,876
" In Tins.....	39	21	1,701	...	...	1,761
Furniture.....	111	223	7	...	...	341
Galvanized Sheets...	1,236	2,285	376	3	...	3,900
Gasoline.....	491	23,279	10,084	66	...	33,920
Glass, Sheet.....	51	...	...	...	...	51
Glassware.....	128	...	35	...	...	163
Glue.....	181	...	...	...	...	181
Glucose.....	22	...	...	...	...	22
Grain in Bags.....	145	49	21	837	...	1,052
Grate Bars.....	...	14	...	...	...	14
Groceries.....	97	...	1	...	...	98
Gypsum.....	...	4,500	19,401	...	...	23,901
Handles, Wood.....	...	...	5	1	...	6
Hardware.....	280	21	56	43	...	400
Hay.....	8,631	123	3,064	992	4,235	17,045
Hides.....	...	15	...	...	...	15
Honey.....	...	6	...	...	...	6
Hops.....	18	...	...	...	...	18
Horses.....	...	...	...	16	...	16
Horse Shoes.....	20	...	...	...	...	20
Iron, Sheet.....	38	93	42	...	...	173
" and Steel Bars.	2,203	6,787	10	6	578	9,584
" Bins.....	...	87	...	...	...	87
" Pig.....	42	...	...	...	...	42
" Pipe.....	424	129	12	92	...	657

	RAIL		VESSEL		Other	Total
	In	Out	In	Out		
Isinglass.....	...	...	1	...	...	1
Lanterns.....	13	...	...	...	...	13
Lard.....	466	67	135	21	...	689
Lead.....	...	...	...	2	...	2
Lime.....	735	27	...	...	...	762
Lithopone.....	...	27	...	...	...	27
Liquors.....	...	8	...	...	...	8
Macaroni.....	...	...	13	20	...	33
Machinery.....	1,138	910	11	66	...	2,125
Marble.....	61	...	...	...	...	61
Meal.....	81	605	...	2	...	688
Meat, Cured.....	29	120	...	8	...	157
" Fresh and						
Frozen.....	39	222	...	...	...	261
" in Tins.....	...	17	70	...	...	87
Middlings.....	1,212	3	325	...	...	1,540
Mill Scale.....	...	87	...	...	...	87
Milk in Tins.....	378	15	...	...	...	393
Mince Meat.....	14	...	...	...	...	14
Mineral Waters.....	...	29	...	...	...	29
Molasses.....	212	778	...	10	...	1,000
Musical Instruments..	9	...	1	12	...	22
Nails.....	312	213	14	..	...	539
Nuts, Edible.....	...	...	14	...	...	14
Oats, Rolled.....	152	8	...	...	...	160
Oilcake.....	75	1,236	...	...	...	1,311
Oil, Creosote.....	...	6,490	...	...	...	6,490
" Crude.....	39	56,953	35,629	167,371	...	259,992
" Essential.....	...	...	6	...	...	6
" Linseed.....	...	222	31	32	...	285
" Refined.....	194	219	35,838	21,367	...	57,618
Oxides.....	...	37	2	...	...	39
Oyster Shells.....	25	...	...	...	...	25
Pails.....	...	1,031	...	...	...	1,031
Paints.....	271	18	7	5	...	301
Palm Leaves.....	20	...	...	...	...	20
Paper, Roofing.....	20	...	...	...	...	20
Paper Stock.....	...	1,555	...	107	...	1,662
Paper, Toilet.....	...	...	113	...	...	113
" Wrapping....	...	14	30	...	...	44
Peas.....	205	30	...	...	...	235
Phosphate.....	61	...	...	...	...	61
Photo Supplies.....	...	...	2	...	...	2
Pickles.....	...	25	...	...	...	25



INTERESTING, OLD PICTURE OF THE HARBOUR OF MONTREAL

	RAIL		VESSEL		Other	Total
	In	Out	In	Out		
Plaster.....	1,083	...	...	...	...	1,083
Polishes.....	...	6	3	...	...	9
Porcelain.....	12	...	100	...	...	112
Poultry.....	344	33	...	...	...	377
Preserves.....	40	7	3	1	...	51
Pulpstones.....	...	...	69	...	...	69
Putty.....	...	15	...	...	...	15
Rags.....	183	1,520	...	...	...	1,703
Reels, Cable.....	...	94	112	...	...	206
Refining Earth.....	564	...	...	...	...	564
Refrigerators.....	44	...	...	...	...	44
Resin.....	...	21	...	...	...	21
Rice.....	...	...	1,082	79	...	1,161
Rivets.....	60	20	...	...	...	80
Rope.....	358	2	...	...	...	360
Rubber Mfrs.....	...	...	5	...	...	5
Salt, Coarse.....	87	...	...	...	...	87
" Fine.....	2,574	...	...	...	...	2,574
Sand.....	5,985	819	21,979	...	19,425	48,208
Sausages.....	...	5	...	...	...	5
Sawdust.....	28	...	...	...	...	28
Scrap Brass.....	105	19	...	18	...	142
" Copper.....	27	...	...	...	...	27
" Iron and Steel.....	1,223	3,780	9	...	...	5,012
" Lead.....	99	...	30	...	...	129
" Leather.....	...	17	...	...	...	17
" Rope.....	16	53	...	...	...	69
" Tin.....	13	...	...	...	...	13
Seeds.....	...	14	...	...	...	14
Separators.....	22	...	...	...	...	22
Shingles.....	17	...	...	...	...	17
Ship Stores.....	...	156	5	...	...	161
Shooks.....	11,006	28	...	...	...	11,034
Slag.....	1,066	...	...	...	...	1,066
Soap, Toilet.....	56	24	2	3	...	85
Soda Ash.....	159	...	...	...	...	159
Soda Sal.....	63	14	...	...	...	77
Soup in Tins.....	21	...	...	...	...	21
Spices.....	...	...	22	...	...	22
Spikes.....	54	44	...	...	...	98
Spoolwood.....	1,642	...	...	...	...	1,642
Starch.....	97	...	...	...	...	97
Steel Billets and Blooms.....	4,266	...	7,675	...	...	11,941
Steel Fabricated.....	...	131	...	...	...	131

	RAIL		VESSEL		Other	Total
	In	Out	In	Out		
Steel Piling.....	17	...	...	...	...	17
“ Plates.....	1,076	94	...	...	...	1,170
“ Rails.....	5,807	...	565	...	32	6,404
“ Rods.....	288	1,225	337	...	95	1,945
“ Structural.....	6,278	5,018	...	...	104	11,400
“ Tanks.....	18	4,925	...	...	...	4,943
Stone Crushed.....	409	...	...	...	42,179	42,588
“ Dressed.....	...	...	...	...	1,380	1,380
“ Manufactures..	21,863	...	...	...	...	21,863
Stoneware.....	107	...	129	...	...	236
Stoves.....	451	29	...	...	...	480
Straw.....	39	...	...	...	...	39
Sugar, Raw.....	409	...	...	...	...	409
“ Refined.....	425	33,357	13,968	32,526	896	81,172
Sulphur.....	...	7	...	...	...	7
Sundries.....	34	56	74	46	...	210
Syrups.....	8	1	13	...	...	22
Tapioca.....	...	...	9	...	...	9
Tea.....	...	139	1,310	...	...	1,449
Telephone Poles....	36	...	...	...	...	36
Threads.....	18	..	...	...	...	18
Tinware.....	661	1,706	...	...	...	2,367
Tobacco, Leaf.....	...	...	3	...	...	3
Trucks.....	8	13	...	...	...	21
Turpentine.....	...	2	...	...	...	2
Twines.....	125	...	...	...	...	125
Twine, Binder.....	29	...	...	...	...	29
Vegetables, Raw....	14,761	463	...	...	...	15,224
“ in Tins.....	1,302	27	475	...	...	1,804
Veneers.....	25	...	...	...	...	25
Wagons.....	15	...	...	...	...	15
Wallboard.....	142	...	...	...	...	142
Washers.....	10	...	...	9	...	19
Washing Machines...	46	...	...	...	...	46
Wheelbarrows.....	22	...	...	...	...	22
Wines.....	29	...	5	...	...	34
Wires.....	547	46	399	9	...	1,001
Wire Cloth.....	...	...	10	...	...	10
“ Rods.....	31	...	...	...	...	31
“ Rope.....	...	...	1	...	...	1
Woodenware.....	85	14	...	...	...	99
Wool.....	5	...	...	...	...	5
Yeast.....	135	...	...	...	...	135
Zinc.....	850	36	21	...	...	907
Total.....	185,048	197,136	1,628,457	226,578	68,979	2,306,198

MISCELLANEOUS

	RAIL		VESSEL		Other	Total
	In	Out	In	Out		
Bricks						
(Number)...	2,676,300	...	952,000	...	...	3,628,300
Firewood						
(Cords).....	2,232	...	2,447	...	...	4,679
Grain Doors						
(Cars).....	...	5	...	...	...	5
Lumber						
Dressed (feet)	641,500	48,000	198,854	...	...	888,354
Lumber Rough						
(feet).....	31,514,443	32,000	32,347,453	39,254	5,188,411	69,121,561
Ogilvie F.M.						
(Cars).....	1,249	2,609	...	...	...	3,858
St. John Frt.						
(Cars).....	866					866
Railway Ties						
(Number)...	22,205	...	...	...	...	22,205

Estimated Tonnage of Above

COMMODITY	TONS
Brick.....	9,071
Firewood.....	4,679
Grain Doors.....	60
Lumber, Dressed.....	1,665
Lumber, Rough.....	129,603
Ogilvie Cars.....	154,320
St. John Freight.....	25,980
Ties.....	1,110
Total Miscellaneous.....	326,488
Domestic Statement.....	2,306,198
Total Domestic.....	2,632,686

TONNAGE SUMMARY

	RAIL	VESSEL	OTHER	TOTAL
Domestic.....	382,184	1,855,035	68,979	2,306,198
do Livestock....	16	.....	.....	16
do Brick, etc....	250,835	65,925	9,728	326,488
Domestic Total.....	633,035	1,920,960	78,707	2,632,702

Distribution after Import

	RAIL	VESSEL	OTHER	TOTAL
Import.....	162,822	102,689	1,762,540	2,028,051
do Livestock....	111	.....	.....	111
Import Total.....	162,933	102,689	1,762,540	2,028,162

Carried before Export

	RAIL	VESSEL	OTHER	TOTAL
Export.....	678,574	3,498,451	362,033	4,539,058
do Livestock....	10,777	.....	.....	10,777
Export Total.....	689,351	3,498,451	362,033	4,549,835

Total Tonnage all Sources

	TONS
Domestic.....	2,632,702
Import.....	2,028,162
Export.....	4,549,835

Grand Total..... 9,210,699

COAL AND COKE IMPORTED EX VESSEL SEASON 1926

COUNTRY	ANTHRACITE	BITUMINOUS	COKE
British.....	106,015	1,862½	294¼
German.....	32,116	.....	16,421½
Dutch.....	37,959½	.....	.....
American.....	.....	235,621¾	.....
Total Tons.....	176,090½	237,484¼	16,715¾

	TONS
Anthracite.....	176,090½
Bituminous.....	237,484¼
Coke.....	16,715¾

Grand Total..... 430,290¾

NOTE: See also Domestic Tonnage Statement for Canadian and United States coals.

LIVE STOCK

	IMPORT	EXPORT	DOMESTIC	TOTAL NUMBER
Cattle.....	...	30,582	..	30,582
Dogs.....	37	....	..	37
Foxes.....	...	148	..	148
Horses.....	198	1,014	32	1,244
Pigs.....	...	33	..	33
Pigeons and Hens.....	17	880	..	897
Rabbits.....	82	....	..	82
Sheep.....	...	25	..	25
Various, N.O.S.....	...	40	..	40
Totals, No. of Heads...	334	32,722	32	33,088

Estimated tonnage of above

	Tons
Cattle.....	10,194
Horses.....	622
Other livestock.....	88

Total tons..... 10,904

Import tons.....	111
Export ".....	10,777
Domestic ".....	16

Total tons..... 10,904



CANADIAN VICKERS' DRY DOCK AND SHIP REPAIR PLANT

SOUTH SHORE BRIDGE

The Commissioners have been favoured with a comprehensive detailed description of the progress of construction upon the South Shore Bridge, prepared by Mr. P. L. Pratley, of the Designing and Supervising Engineers. They avail themselves of the opportunity of including these notes in their Annual Report, believing that they afford an authentic view of the progress of construction down to the end of the year.

NOTES ON THE 1926 SEASON OF CONSTRUCTION

By P. L. Pratley, C.E.

The 1926 season was marked by eleven months of continuous activity on the northern half substructure work, and by the commencement of steel erection. The south half substructure had been begun the previous year, and being entirely in the water, was inaccessible until after the spring ice-clearing, and the resumption of navigation. The usual seven month working period was therefore all that could be obtained for this portion, and into this short season the contractor had to compress all his preliminary operations, such as the building of trestles and cribs in the river, the erection of plant and equipment for handling materials, and the subsequent dismantling of all this, in addition to his actual construction work.

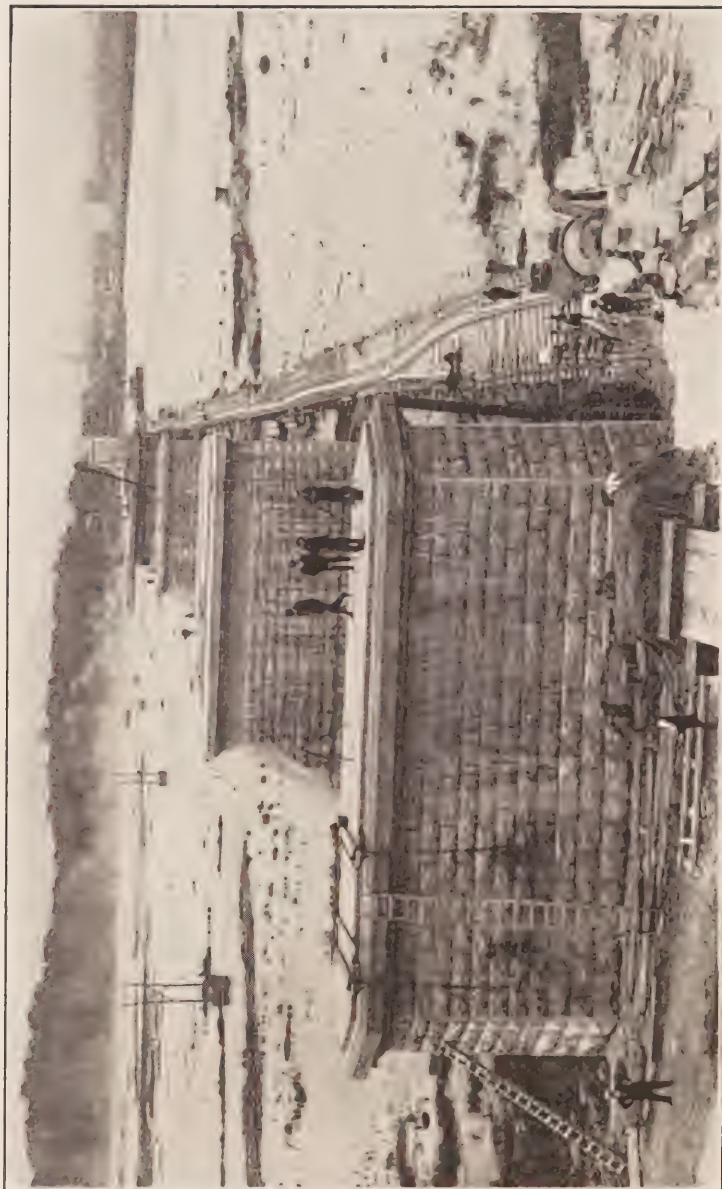
The contractor for the northern half was better situated in that he had ample work on the city side to occupy the winter and spring months while operations in the river were impossible, and even while the large amount of preparatory work on Ile Ronde was in course of construction. From January to May, the sinking and filling up to wharf level of the two caissons for the West Main Pier No. 25 constituted the major portion of the programme. These two caissons, each 29 ft. x 47 ft., in plan were sunk through the wharf, the old river bank and the softer shale into the solid rock, where foundations of a very satisfactory character were obtained.



COMMENCEMENT OF STEEL ON NEW BRIDGE

Thorough and continuous examination was accorded these footings by the Engineers, as the total weight of steel, concrete and traffic will aggregate over 51,000 tons of load spread over the rock area under these caissons. The sinking was successfully carried out by the pneumatic process, using up to 23 lbs. of air pressure. The necessary plant was first installed, and the supply of materials and electric power arranged for, so that a very uniform and fairly rapid rate of descent was maintained throughout the operation. The steel cutting edge was finally settled some 65 feet below the wharf level and the rock excavation carried further, so that the low point was some twelve feet deeper still. The first caisson was completely excavated by the 17th of March and the second by the 17th of May. The working chambers were then filled with concrete and grouted up under high pressure, after which the shafts were concreted to ground level and the connecting slab poured. Stonework followed in the early summer and the timber forms for the upper shaft were then built in place. Concrete was poured inside these forms continuously until the whole pier was complete and the timber was finally stripped off in mid-September. About 18,213 yards of concrete were incorporated into this pier, which is just 200 feet high from cutting edge to top.

The West Anchor Pier No. 26 was also built during this summer, excavation being started as soon as the old property at the corner of Craig, Notre Dame and Delorimier Streets had been demolished. A hard-pan bottom was accepted in this instance, tests for bearing capacity being made as a preliminary measure. On the concrete base a stone facing was laid for eleven feet of height, as a protection against abrasion from runaway traffic. The two pylons were then carried up in concrete to be joined by arched bracing at their summits. Anchorage steel was built in to each pylon at pre-determined levels and the necessary access pits left for future connection of this steel to the main span of the bridge. A lead box with appropriate documents was buried in the body of this pier, a public ceremony marking the occasion on the 10th of August.



VIEW FROM SOUTH SHORE OF PIERS FOR NEW HARBOUR BRIDGE

The East Main Pier No. 24, one of the impressive features of the whole bridge project, was commenced early in the year with the construction in Vickers' shipyard of a huge steel caisson, whose outstanding proportions probably give it fourth or fifth place in the known list of such vessels. Ballasted and launched as a ship, this caisson was towed up the river to its site on the 28th of July, and weighed afloat some 1,030 tons, its main dimensions being 127 ft. 9 in. length by 50 ft. 6 ins. width by 47 ft. height of plating. At the site it was attached to prepared anchor systems and carefully located. Filling and sinking were started, and the cutting edge was finally landed on suitable rock about 45 feet below the water level. Excavation was continued, however, as certain areas of the rock were soft and disintegrated, and a satisfactory bottom was not encountered until the low area had been taken out to about 12 feet below the cutting edge. Concrete to fill the chamber was placed in October, over 3,775 yards being needed for this purpose. Other concrete had necessarily been placed above the chamber deck, for sinking, and this was brought up to the stone level, slightly below low water, so that a few courses of stone were laid during November before dismantling for the winter was begun. Special power transmission lines had to be installed from the South Shore across the river and the islands for this portion of the contract, and a large amount of plant had to be assembled, constructed and maintained on Ile Ronde for the air and concrete operations.

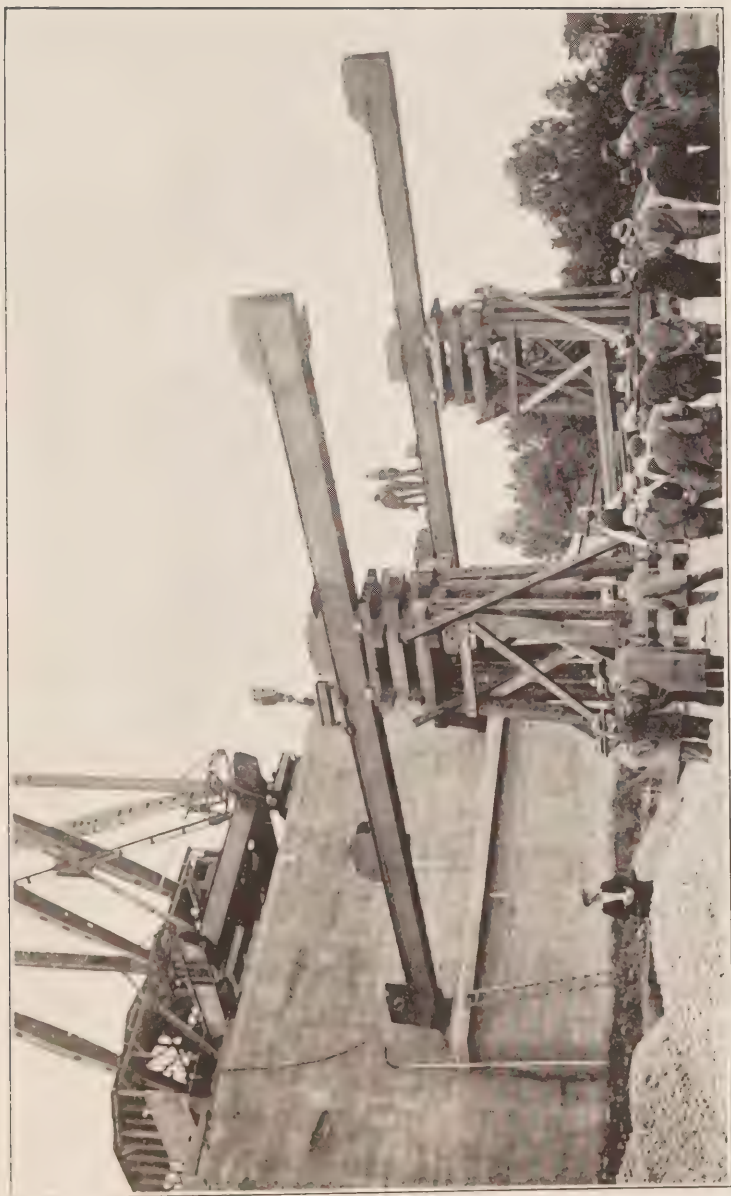
The East Anchor Pier No. 23 was successfully started and carried up well beyond the top of stonework during the season. The steel anchor girders were set up by the beginning of December, when work had perforce to be abandoned. This pier is founded on the rocky outcrop which forms Ile Ronde, and, like No. 26, consists of two pylons arch-braced at the top.

The neighbouring Pier No. 22 is also on Ile Ronde and was completed up to the top of footings, ready for the stonework. In the channel between the islands, work on Pier No. 21 was initiated, the steel caisson being floated to the

site in October and partly sunk by the end of November. It was made safe for the winter, loaded with concrete and stripped of removable features, to wait for the succeeding season. The air plant was completely dismantled, as was also the concreting equipment. Crib-work was largely salvaged and the job deserted by the close of navigation.

Altogether on this north side substructure contract some 15,204 yards of excavation, mostly sub-aqueous, were taken out; some 41,618 yards of concrete were placed and some 2,100 square yards of stone facing were laid during the 1926 season. Moreover, the placing and sinking of the East Main Pier caisson was a very intricate and important undertaking, and the results both as to time and accuracy were highly satisfactory. An unforeseen geological situation complicated to some extent the work of excavation, and necessitated the removal of much more than the anticipated quantity of soft and distorted shale rock, thus absorbing both time and expense, and calling for continued personal inspection by the responsible Engineer.

Passing now to the South half, the work here was resumed in two localities, namely, at the South Shore end and the St. Helen's Island end of the contract. At the latter point Piers 16 and 17 were continued as soon as floating equipment could be towed to the site. Stone-laying and backing were carried ahead, and the upper shafts were poured and copings completed quite early in the summer. At the shore end, the work of excavating footings and pouring the concrete for these was commenced on successive piers, and stone-laying begun immediately afterward. Seven piers were finished to receive steel, the eighth was completed to the top of the stone facing and some stone was laid on No. 9. The footings were placed for all piers to No. 12 inclusive before December, and the work left in this condition for the winter. In the deeper channel, attention was turned to Piers Nos. 13 and 14 upon men and plant being released from No. 17. These two piers required pneumatic foundations, and duplicate steel caissons were constructed, to which wooden walls were attached above the deck of the air-chamber. The



AN IMPORTANT OCCASION AT THE CONSTRUCTION OF NEW BRIDGE. FIRST STEEL GIRDERS
BEING PLACED IN POSITION

river bed was dredged over the site to provide an even bottom on which to settle the caissons, with the result that very little difficulty was experienced in placing these and sinking them. Steam was used for power in this instance, the necessary plant being set up on scows where compressors, change-houses, hospital lock, etc., were also installed. The caissons were sunk easily and without special incident, about 22 lbs. being the maximum pressure observed. The interiors were filled and grouted and the concrete base above the deck was brought up to stone level in both cases, but only on No. 13 was any stone actually laid. Three courses were placed in this case and the resumption in the succeeding season thus made easier and earlier. The approximate quantities of excavation, concrete, and stone handled during the year on this contract were 4,932, 19,663 and 6,595 yards respectively.

On the South Shore the gravel embankment was resumed as soon as frost was out of the material, and was completed, except for final grading, during the summer. Trackage for the transport of steel was laid on this fill, and the building of erection derricks for the placing of the superstructure was soon under way.

Considerable progress was made during 1926 in regard to the steel contract. Drawings of the south side spans were submitted and approved, material was ordered, fabricated, delivered to the site, and the main portions of seven spans were erected in place on the piers. About 1,852 tons were actually placed in final position, but a further 4,265 tons was stored along the fill for next season's erection. Naturally, it is the placing of steel that presents to the ordinary public the most visible evidence of the growth of the structure, while the equally important, and often more difficult, foundation work underground or under water is only appreciated by the technically experienced.

The main span over the navigable channel was also the subject of much labour during the year, although, in this case, the work was largely confined to the offices of the Contractors and the Engineers. The study of details of fabrication and erection, the preparation of preliminary drawings and the

ordering of certain materials were carried out, and the anchorage girders already mentioned were built, shipped, and incorporated into their respective anchor piers. The total tonnage of steel received in the shops for inclusion in the bridge was 11,279 tons, of which 7,825 tons were fabricated, 6,206 tons delivered, and 1,942 erected. Finally, the total monetary value of permanent construction work certificated by the Engineers for this second year of contract work was approximately \$3,293,282.

ENGINEERING DEPARTMENT

The following are the main items of construction and repair work carried out during 1926:—

Wharves

Completion of Shore Wharf at Sections 30 and 31.

Completion of Shore Wharf at Sections 31 and 32.

Continuation of Shore Wharf at Section 32.

Continuation of Shore Wharf at Section 38.

Continuation of Windmill Point Wharf Reconstruction.

Bickerdike Pier construction.

Continuation of filling of Alexandra and King Edward Pierheads.

Buildings

Locomotive Garage.

Boiler House at Harbour Yard.

Electrical Sub-Station at Shed 11.

Subways

Extension to Aylwin Street Subway.

Sewers

On Alexandra Pierhead.

On Jacques Cartier Pierhead.

At Shed No. 11.

At Section 30.

At St. Lawrence Sugar Refinery.

Dredging

Continuation of dredging operations in Bickerdike Basin.
Maintenance dredging.

Dredging in connection with new Bridge construction.

Electrical Work

Continuation of Electrification of Railways.

Equipment of new Sub-Station at Shed No. 11.

Equipment of Electric Locomotive Garage.

Transmission and Service Lines erected.

Paving

Paving of Canadian Vickers' Crossing.

Paving of roadway at Elevator No. 3.

Railway Construction

Small spur lines at Bickerdike Pier.

New tracks in Harbour Yard and Locomotive Garage.

Temporary tracks.

NEW WHARVES**High Level Shore Wharves, Sections 30-31**

The first 500 ft. berth of the saw-tooth type of high level shore wharf, Sections 30-31, was completed to cope elevation 119.00 early in the month of June. Some 1,225 cu. yds. of concrete were used for the completion of this quay wall.

High Level Shore Wharves, Sections 31-32

The second 500 ft. berth of the saw-tooth type of high level shore wharf at Sections 31-32 was also completed to cope elevation 119.00 during the season 1926. The anchorage system, which consists of tie rods and anchor blocks, was also completed for this section during 1926. In all, some 2,991 cu. yds. of concrete were poured for this high level quay wall.

High Level Shore Wharf, Section 32

So as to permit the laying of railway facilities at the second saw-tooth wharf, part of the anchorage system on the third



Photo by Fairchild Aerial Surveys
HARBOUR OF MONTREAL—OCEAN LINERS AND LAKE VESSELS AT THE ALEXANDRA AND KING EDWARD PIERS—
GRAIN ELEVATOR No 1 IN BACKGROUND

saw-tooth had to be done previous to the back filling of the area required to complete the second saw-tooth. 13 anchor blocks and 13 sets of tie rods were installed during the season and approximately 70 cu. yds. of concrete were poured.

High Level Shore Wharf, Section 38

The anchorage system of the shore wharf extending from the downstream end of Dominion Coal's allotment towards Laurier Pier was continued and practically completed for the existing length of the Shore Wharf built up-to-date. Some 33 sets of tie rods and anchor blocks were put in during the year and the amount of concrete for this work represents 176 cu. yds.

Reconstruction of Windmill Point Wharf

The coping of the new concrete cribs, sunk during the season of 1925, together with the bollards, were cast in place early in the season, thus completing 992 lin. ft. of new 30 ft. berth accommodation in the Windmill Point Basin.

Bickerdike Pier

Due to the fact that in 1926 there was a shortage of berthing accommodation, it was decided that the end of Windmill Point Wharf, which was included in the programme of reconstruction, would be left untouched in order to have it available for shipping purposes until a new berth could be provided elsewhere to compensate for the loss of this one during its construction. Consequently, two of the concrete cribs partly built for this location were sunk during the season in the intersection of the end of Bickerdike Pier and the east side, on Bickerdike Basin.

These two cribs now form the first unit of the new wharf to be built in the Inland Basin, according to the new programme.

Alexandra and King Edward Piers

The work of placing the back fill was carried on and completed in so far as it was possible by derricks from the water side. A large amount of material was also received from city excavations on both of these piers.

RECAPITULATION OF WHARF CONSTRUCTION

Cribs Sunk: (Concrete)	Num-ber	Length		Quantity
		on Cope Line		
		Lin. Ft.	Cu. Ft.	
Bickerdike Basin.....	2	240	233,574	

Quay Walls:	Lengths on Cope Line	
	Lin. Ft.	Lin. Ft.
Partly built formerly, not completed:		
Shore Wharf, Sections 30-31	580	
do do 31-32	580	
Windmill Point Wharf	993	
	<hr/>	
Total completed		2,153

In progress:

Section 32, High Level Shore Wharf	217	
do 38-39 do do	964	1,181
	<hr/>	<hr/>
Total Quay Walls completed and in progress . .		3,334

or .63 mile.

The extent of the wharves and piers at the end of the season is as follows:—

30 ft. depth and over at			
O.L.W.	31,555 lin. ft. or 5.9763 miles.		
25 ft. to 30 ft. depth	14,355 do	2.7187 do	
	<hr/>	<hr/>	
Total deep draught . . .	45,910 do	8.6950 do	
20 ft. depth and under	1,398 do	.2647 do	
	<hr/>	<hr/>	
Total Wharfage end of 1926	47,308 do	8.9595 do	

BUILDINGS

Locomotive Garage

The erection of a building capable of sheltering the Commissioners' nine electric locomotives was started at the end of the season in the Harbour Yard.

This building covers the area bounded by the Machine Shop on one side, the Store House at one end and the Locomotive Shop on the other side, only the Yard end having to be walled from foundation to roof.

The steel structure comprises three rows of columns, two of them supporting a 35-ton travelling crane working over a heated repair pit. Two shallow pits were provided under the storage tracks located on the other side of the centre line of columns, where steam pipes were installed for the purpose of drying out the electrical driving machinery under the locomotive cab. The concrete roof is supported on steel trusses and beams and is sheathed with tar and gravel roofing.

The walls are of solid brick with metal sash windows providing ample light and ventilation.

The dimensions of the building, centre to centre of outside columns, are : width 55' 4'' and length 140' 6''.

The floor is of concrete covered with an asphalt wearing surface.

Boiler House

In order to provide sufficient heating steam for the existing buildings at the Yard, the new Locomotive Garage, and buildings to be erected in the vicinity for operation purposes, the Commissioners decided to have a small Boiler House 29 ft. by 47 ft. erected alongside the tracks at the Harbour Yard.

The concrete foundation was laid at the end of the season.

The building is to be entirely fireproof, the walls of solid brick and the roof of concrete.

Electrical Sub-Station at Shed No. 11

The necessary electrical power for the operation of Elevators Nos. 1 and 2, as well as for the lighting of the upper

part of the Harbour, was formerly supplied through the station at Beaudry Street.

The putting into operation of more electric locomotives necessitates the use of this house for the exclusive purpose of Cold Storage Warehouse and Railway services.

The area reserved in Elevator No. 1 for the Commissioners' electrical department being taxed to capacity, it was decided to install a new sub-station in conjunction with the existing sub-station at Elevator No. 1, in the nearby shed, No. 11.

In order to comply with the Fire Underwriters' regulations, the reserved area was walled in with brick, forming a room 48 ft. by 26 ft. in the lower deck of the shed, where the transformers are to be installed and one on the upper deck 26 ft. by 15 ft. for the switchboard.

A metal spiral stairway affords communication between the two rooms.

SUBWAYS

Extension to Aylwin Street Subway

The western abutment of Aylwin Street Subway was extended from the Harbour boundary in a northerly direction towards Notre Dame Street by a length of 30 ft. This extension was made necessary for the laying of a new turnout for the purpose of serving the new electric locomotive garage.

A temporary bridge was erected over the subway.

The concrete used for this extension amounts to 190 cu. yds.

SEWERS

The following sewers were laid during 1926:—

Alexandra Pier: 245 lin. ft. of 15" tile pipe.

Jacques Cartier Pier: 120 lin. ft. of 9" tile pipe.

Sub-Station, Shed No. 11: 245 lin. ft. of 9" tile pipe.

Section 30: 130 lin. ft. of 9" tile pipe.

St. Lawrence Sugar Refineries, Section 45: 103 lin. ft. of 12" tile pipe.

DREDGING AND FILLING

The dredging operations for the season of 1926 were as follows:—

Bickerdike Basin

The work of dredging this basin was continued with good results. The dredged cut is now about 2,040 feet in length and in the main road an average width of 250 ft. outside of the new wharf face line. Of this area a length of about 1,800 ft. measured from the end of Bickerdike Pier westward and about 200 ft. in width from the face of crib line is about 27 to 30 ft. in depth. Along the line of the proposed new wharf, the crib seats have also received some attention. Considerable work has been done along this line and comparatively little remains to be done in a preliminary way to prepare the bottom for cribs for a length of about 1,000 ft. Some work has also been done in and about the entrance to this basin.

New Bridge Site

At the request of Messrs. Quinlan, Robertson & Janin, Ltd., Contractors for the South half of the substructure of the new Bridge, Dredge No. 6 was put to work in the channel on the south side of St. Helen's Island. The work there consisted of the dredging of seats for the two caissons which were to form the mould for the two deep-water piers, one pier with a depth of about 26 ft. and the other with a depth of 35 ft.

Following the completion of the above work, the Commissioners carried out some work for the Dufresne Construction Co., Contractors for the north half of the substructure of the Bridge. This work consisted of excavation for, and placing and afterwards burying two large kedge anchors to hold the caisson for the main bridge pier in position, dredging a seat for the construction crib and making a level seat for the large caisson. All this work was accomplished to the satisfaction of the contractors.

Sections 31 and 32

Back-filling was continued at this place throughout the season and this work is completed up to elevation of about 106



EARLY DAYS IN THE HARBOUR OF MONTREAL

for the low level portion and to elevation of about 116 for the portion recently raised to high level. A very large amount of fill was received at this place from city excavations.

Due to the narrowness of the basin, it was not possible for the derrick inside to handle or discharge the scow in the ordinary way, so that it was found necessary to double handle all the back fill which came from the water side. The derrick on the outside of the wharf discharged the loaded scow and formed a spoil bank from which the derrick in the basin clammed to make the fill for the basin itself and at the same time widen out the railway embankment, thus permitting preparation for railway construction and future extension.

During the season approximately 8,900 sq. yds. of land was reclaimed, thus completing a total reclamation of about 24,200 sq. yds. since this work was commenced in 1923.

Section 39

The back filling of this wharf was continued from where it was left off in the fall of 1925. During the early part of the season two, and occasionally three, derricks were working inside the basin; also a constant service of dumper scows was maintained until such time as the basin became too narrow and too shallow to permit of the continuation of the work in this way. The same method as at Section 31 was then adopted, viz.—One derrick on the outside making a spoil bank and the other one or two derricks inside distributing the material. By the end of the season the basin was completely filled, the anchor rods were excavated for and placed in position and the necessary refill made, thus completing, ready to use in the coming season, the full 980 lin. ft. of low level wharf which was started in 1924. During this season there has been reclaimed up to low level elevation an area of 10,900 sq. yds., making a total reclamation of approximately 19,000 sq. yds. at this place.

DRILLING AND BLASTING

Operations under this heading were confined entirely to the Inland Basin and to crib seats.

The Drilling and Blasting Boat has consistently performed good work and a summary of its activities is given below:—

Working days.....	154
Number of holes.....	2,044
Drilling, lineal feet.....	21,913
Dynamite used, lbs.....	16,194
Area covered, sq. yds.....	8,176
Rock loosened, cu. yds.....	29,217
Electric blasting caps.....	4,120

TESTING AND SWEEPING

The first item taken up in connection with this work was the entrance and berths of the Imperial Oil Co. at Montreal East, then the channel and berths of the Canada Cement Co., Sections 97-101. Both these channels were found to be in very fair condition. One or two minor spots were encountered but nothing of sufficient import to cause any concern.

All of the area in and about Tarte, Sutherland and Laurier Piers was tested over, as well as the shore wharves and main channel from the downstream side of Tarte Pier to the eastern end of Victoria Pier. Following this the central portion of the Harbour was then gone over, as well as the southern half of Windmill Point Basin.

The results of the sweeping in all of these areas showed in many cases a serious state of affairs. Many obstructions were encountered, particularly in Windmill Point Basin and the basins in the central part of the Harbour. A number of touches were made in the St. Mary's Current, but before attempting to finally localize these points with a view to clearing them up, it was deemed advisable to obtain a check on the work by the specially constructed vessel "Detector" belonging to the Department of Marine and Fisheries. The results of this check have not yet come to hand but the matter will be dealt with on the arrival of this report.

MAINTENANCE DREDGING

As the results of the earlier test and sweeping operations showed that some maintenance dredging was urgent, a special appropriation was granted by the Commissioners and dredges were placed at work.

Complete details of this work are given in a tabulated statement which follows. There still remain a few spots that should be removed, apart from the work anticipated in St. Mary's Current.

The following are the quantities of dredging and filling for the season:—

Dredging	Cu. Yds. (Scow)	Cu. Yds. (Scow)
Rock:—		
Inland Basin.....	202,300	
New Bridge Site.....	13,330	
	<hr/>	215,630
Other Material—		
Inland Basin.....	30,575	
New Bridge Site.....	12,585	
Windmill Point Basin(Maintenance)	47,400	
Sections 12 and 13 do	24,910	
do 14 and 15 do	15,800	
do 16 do	3,030	
do 17 and 18 do	10,040	
Market Basin do	4,320	
Section 26 do	320	
Sections 36-39 do	1,160	
do 42-46 do	10,520	
	<hr/>	160,660
Total Dredging.....		<hr/> 376,290

Filling:

Rock: (By Derrick):—

Section 31	68,350	
do 39	125,924	
Alexandra Pier	8,845	
King Edward Pier	5,606	
New Bridge Site	1,510	
Inland Basin (new crib)	5,395	
	<hr/>	215,630

Other Material (By Derrick):—

Section 31	14,730	
do 39	27,145	
Alexandra Pier	1,900	
King Edward Pier	1,200	
New Bridge Site	325	
Inland Basin (new crib)	1,160	
	<hr/>	46,460

Other Material (By Dump Scow):—

Section 39	42,560	
South of Channel	71,640	
	<hr/>	114,200

Total Dredged Material to Fill	376,290
--	---------

Sundry Items of Filling

Material Clammed (By Derrick):—

Section 31	625	
do 39	500	
	<hr/>	1,125

Ballast (By Derrick):—

Section 31	2,150	
do 39	1,500	
King Edward Pier	300	
Guard Pier	2,475	
	<hr/>	6,425

Wharf Refuse (By Derrick):—

To Spoil.....	2,360
<hr/>	
Total Sundry Items of Filling by Derrick.....	9,910

Earth, Cinders, etc., from City Contractors (by Team)

	Cu. Yds. (Estimated)	
Elevator "B".....	12,000	
Alexandra Pier.....	17,000	
King Edward Pier.....	21,000	
Sections 28 and 32.....	148,000	
Section 39.....	6,000	
<hr/>		
Total Filling by Teams.....		204,000

PAVING**Canadian Vickers' Crossing**

The railway crossing at the foot of First Avenue, Maison-neuve, which is the main entrance to the plant of Canadian Vickers, Ltd., was completely renewed during the season 1926. The old plank crossing was removed, the railway roadbed stone ballasted and tamped to receive a surface of Amiesite Asphalt; in all some 480 sq. yds. of Amiesite paving were laid.

Roadway, Elevator No. 3

A strip of roadway 50 ft. in length and extending from the side wall of Elevator No. 3 to the cope of the wharf, and directly over the grain conveyor tunnel, was paved with scoria blocks during the year. Approximately 500 sq. yds. were laid.

RAILWAYS

The mileage of the Harbour Commissioners' railways was increased during the season by 1.6428 miles. This is represented by additional spurs built on the berth allotted to the

British Empire Coal Co. and by a new railway yard leading to the new Locomotive Garage at the Harbour Yard.

In addition to this, some 2,300 lin. ft. of temporary tracks were laid during the year.

ELECTRICAL BRANCH

Power and Operation

The Harbour Commissioners purchased, under contract, electric power from the Montreal Light, Heat & Power Co., for their requirements, as follows:—

	H.P. Hours
Cold Storage Warehouse.....	5,659,697
Elevator No. 1 and Conveyors.....	3,528,301
Elevator No. 2 and Conveyors.....	2,260,663
Elevator No. 3 and Conveyors.....	1,963,082
Elevator "B" and Conveyors.....	2,072,419
Freight Hoists.....	89,623
Harbour Lighting.....	934,901
Harbour Yard.....	934,249
Sheds Nos. 2 to 15.....	370,377
Sheds Nos. 16 to 19.....	81,079
Sheds Nos. 24 to 27.....	43,841
Sheds Nos. 44 to 47.....	18,518
Railway Electrification.....	2,848,190
Head Office—Power and Lighting.....	52,949
Sub-Station No. 3.....	160,859
Dufresne Construction Co.....	272,777
English Electric Co.....	24,264
Miscellaneous.....	199,417

Lighting of High and Low Level Wharves

All the lighting of the High and Low Level Wharves for the season of 1926 was carried on by the Harbour Commissioners' Electrical Department, the power being supplied through the several sub-stations.

The number of lamps in service varied from time to time during the year, reaching a maximum of 299 units for the Series Circuits and 28 for the Multiple Circuit—

Series Circuit	No. 1	59	lamps—Windmill Point and Bick-		
			erdike Pier.		
do	No. 2	39	do	McGill St. to Elevator	
				No. 1.	
do	No. 3	49	do	Elevator No. 1 to Section	
				No. 19.	
do	No. 4	42	do	Section No. 19 to Section	
				No. 22.	
do	No. 5	51	do	Section No. 22 to Section	
				No. 40.	
do	No. 6	59	do	Section No. 40 to Suther-	
				land Pier.	
<hr/>					
Total		299	lamps		
Multiple Circuit..	28	do	Victoria Pier, Victor and		
			Berri St. Subways.		
Grand Total . . .		327	lamps.		

Railway Electrification

New tracks constructed throughout the year were electrified while alterations to certain existing tracks due to the new bridge developments were carried out in Sections 28-29-30.

Transmission and Service Lines

Transmission and service lines have been constructed and others extended to meet the demand for electric light and power throughout the season, the whole showing a considerable increase over the season of 1925.

FREIGHT HOISTS—COMPARATIVE STATEMENT

Hoist	Year	Total No. of		K.W.	H.P.	Started	Stopped
		Teams Carried	Days Op'ted				
No. 1	1924	5,594	203	9,450	15,749	Apl. 15	Dec. 10
	1925	9,264	205	20,185	27,058	Apl. 22	Dec. 19
	1926	11,407	204	12,570	16,850	Apl. 26	Dec. 18
No. 2	1924	17,085	202	49,250	66,017	Apl. 22	Dec. 13
	1925	9,913	197	25,500	34,182	Apl. 22	Dec. 9
	1926	9,799	201	17,044	22,847	Apl. 26	Dec. 17
No. 3	1924	12,428	195	9,185	12,312	Apl. 22	Dec. 6
	1925	11,265	190	9,500	12,735	Apl. 22	Dec. 12
	1926	12,499	197	11,400	15,281	Apl. 26	Dec. 11
No. 4	1924	5,065	195	6,365	8,532	Apl. 22	Dec. 5
	1925	2,558	199	1,575	2,111	Apl. 22	Dec. 12
	1926	4,969	201	2,481	3,326	Apl. 26	Dec. 18
No. 5	1924	6,133	192	3,325	4,457	Apl. 24	Dec. 4
	1925	7,198	195	5,245	7,031	Apl. 22	Dec. 8
	1926	6,488	197	4,655	6,240	Apl. 26	Dec. 11
No. 6	1924	3,718	194	1,900	2,546	Apl. 22	Dec. 6
	1925	5,819	199	3,135	4,202	Apl. 22	Dec. 12
	1926	7,045	198	2,750	3,685	Apl. 26	Dec. 14
No. 7	1924	8,139	195	4,475	5,998	Apl. 22	Dec. 6
	1925	10,374	193	4,875	6,536	Apl. 22	Dec. 5
	1926	8,943	199	2,875	3,854	Apl. 26	Dec. 15
No. 8	1924	6,914	201	6,500	8,714	Apl. 22	Dec. 13
	1925	12,644	201	8,695	11,655	Apl. 20	Dec. 12
	1926	10,702	202	7,755	10,395	Apl. 26	Dec. 17
No. 9	1924	Not installed.					
	1925	9,613	195	5,610	7,520	Apl. 24	Dec. 10
	1926	9,492	196	5,330	7,145	Apl. 26	Dec. 11
Total Teams Carried:—							
	1924	65,076					
	1925	78,648					
	1926	81,344					

MAINTENANCE

Wharves

The usual Maintenance Force was at work throughout the season, and in addition to the ordinary patching, carried out the following important repairs:—

Made new foundations for 3 mooring posts at Sections 6-7; for 5 mooring posts at Shed No. 3; for 5 mooring posts at Shed No. 5; for 2 mooring posts at Sheds Nos. 4 and 6; for 3 mooring posts at Shed No. 7; for 2 mooring posts at Shed No. 9; for 7 mooring posts at Sheds Nos. 12 and 14; for 2 mooring posts at Shed No. 15; for 3 mooring posts at Section 42; for 6 mooring posts at Laurier Pier; for 1 mooring post at Sutherland Pier.

Wharf planking was replaced as follows:—

- 800 ft. B.M. of 4" planking at Sections 6 and 7.
- 400 ft. B.M. of 4" planking at Section 12.
- 2,000 ft. B.M. of 4" planking at Shed No. 3.
- 1,800 ft. B.M. of 3" planking at Sheds 4 and 6.
- 1,000 ft. B.M. of 3" planking at Sheds 12 and 14.
- 1,200 ft. B.M. of 3" planking at Shed 15.

Piling was driven as follows:—

Section 9, 6 piles 12" x 12" for foundation of conveyor leg.

Section 46, 6 piles and rebuilt the pile extension wharf, Pius IX Ave.

Section 63, 33 piles and built two floating platforms to form landing for oil boats and support for oil pipe line.

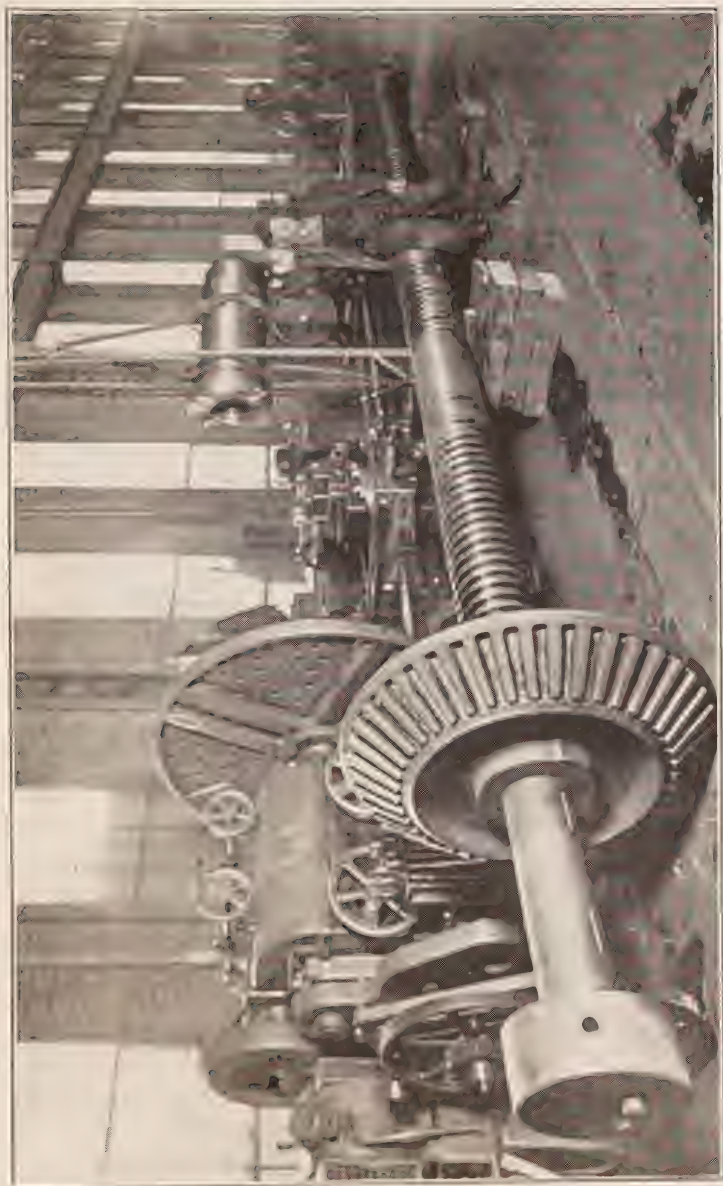
Section 70, 29 piles for berthing of sand dredge boat and support for sand pipe line.

Section 100, 72 piles for berthing of oil boat and support for oil pipe line.

Repaired corner dock and faces of north and south sides of entrance to lock gates, Lachine Canal.

Replaced decking on four connecting bridges and renewed corner steel plates of outer crib at Elevator No. 2 Jetty.

Placed 900 lin. ft. of fenders along new concrete wharf, Windmill Point.



SPECIMEN OF THE WORK CARRIED OUT SUCCESSFULLY IN THE COMMISSIONERS' MACHINE SHOPS

Placed six 6-ft. dia. round fenders along High Level Quay Wall, Sheds 18 and 19.

Replaced 90 lin. ft. of waling in face of concrete wharf, Section 12.

Built new water intake sump at Section 39.

Closed exit of old Nicolet St. Sewer in face of shore wharf, Elevator No. 3.

The following wharves were patched up and repaired:—

Alexandra Pier, Shed No. 3: 110 ft. long, 5 ft. high, 12 ft. wide.

King Edward Pier, Shed No. 7: 70 ft. long, 7 ft. high, 10 ft. wide; 40 ft. long, 4 ft. high, 10 ft. wide; 120 ft. long, 7 ft. high, 10 ft. wide.

Shore Wharf, Sections 39 and 40: 120 ft. long, 14 ft. high, 10 ft. wide.

Shore Wharf, Section 40: 40 ft. long, 4 ft. high, 10 ft. wide.

Shore Wharf, Sections 40 and 41: 125 ft. long, 5 ft. high, 12 ft. wide.

Shore Wharf, Section 42: Doubled face of wharf, 80 ft. long, 10 ft. high, to protect new Nicolet St. Sewer outlet; also renewed 100 lin. ft. of coping.

Laurier Pier: Renewed 175 lin. ft. by 4 ft. high of face on upstream side of wharf, the entire end of the pier and 80 ft. on downstream side for an average of 2 ft. high.

Sutherland Pier: Rebuilt east and west corner, together with 70 ft. of face, 3 ft. high and 12 ft. wide of wharf on upstream side, and 150 ft. by 4 ft. high and 12 ft. wide on downstream side.

Racine Pier: Rebuilt face of retaining wall or ice breaker 92 ft. long by 16 ft. high.

The usual examination of wharves by diver and the sounding of the various basins and sites for new works was also carried out by the Maintenance Gangs.

Transit Sheds

The following are the most important items of work done by the Sheds Maintenance Force during the season:—

The interior, lower floor, of Shed No. 8; the exterior of Sheds 4 and 6 (trackside) and 15a, received two coats of paint.

The new offices in Shed No. 19 received two coats of paint and the steel work at the downstream end of this shed was also scraped and painted.

Five old type shed doors were renewed by new steel ones during the season on the trackside of Sheds Nos. 10 and 12.

Three new 12" steel smoke stacks were erected on the roofs of Sheds Nos. 2, 7 and 12.

The building of a new Electric Sub-Station at the west end of Shed No. 11 necessitated the removal of four shed doors on the lower and upper floors, the cutting out of the steel frames and hangers for these doors, the setting up of new windows and glazing and painting of same.

The offices in Shed No. 46 were repaired and the skylights on Sheds 44, 45, 46 and 47, as well as the spouting system, were rebuilt.

The usual maintenance of roofs, spouts and gutters was carried out by the Maintenance Force during the season.

Plumbing

The laying of sewer and water main extension, the equipment of lavatory rooms, the repair and renewal of the plumbing system along the water front, including all buildings, transit sheds, grain elevators, etc., owned by the Commissioners, were carried out by the usual plumbing force.

Paving

The paving programme for season 1926 was limited to urgent repairs and strictly-needed maintenance. In all 524 sq. yds. of paving were repaired during the year.

Railways

The maintenance of the railways, including the renewal of ties, distribution of rails, upkeep of switches, etc., was carried on throughout the season by the various section gangs.

General

The general cleaning, watering and upkeep of the High and Low Level roadways was kept up during the season.

Shed sweepings and dunnage from all sheds were carted away.

All drains, gullies, etc., were kept clear and flushed with the fire hose as required.

All water connections throughout the Harbour were kept in good order.

All water meters were read at the end of each month and checked up with the City's readings.

All public latrines between Sections 4 and 45 were connected up by the 15th of May and disconnected by the 25th of November. These were all flushed out twice daily and kept clean and in good order.

Water service in the sheds was connected up and water turned on by May 15th and disconnected by December 10th, except Sheds 2, 8 and 18, which remain on for the winter.

Water was given to 682 vessels during the season of 1926 and the amount of water taken was 2,579,200 cu. ft.

Life Saving Equipment

Every precaution was taken to facilitate the saving of life and the prevention of accident by the erection of railings and the distribution of ropes, gaffs and life preservers at 132 different points along the water front. During the season the lives of a number of persons were saved, but it is regrettable to report that these efforts were again much hampered through the frequent theft of parts of the equipment.

Fire Prevention, etc.

In addition to the 39 five-nozzle and 9 flush fire hydrants between Sections 4 and 45, a 500-ft. hose reel with all appurtenances is stationed on each of the piers in the central harbour, while 33 twenty-gallon fire extinguishers are installed in the transit sheds and elevators. These are inspected daily, are in constant readiness, and their speedy use has on many occasions prevented serious damage.

The quick-acting gates in the Flood Wall are kept in good working order at all times.

The usual force of watchmen, etc., was employed to protect the property of the Commissioners, to guard the public from accident and to regulate the Harbour dumping grounds.

Cold Storage Power House

This plant operated throughout the year without any involuntary interruption. To cope with the added demands for refrigeration two 150-ton Shell Type Brine Coolers were installed. These were put into operation on July 26th, 1926, and have since been in continuous operation. 1,609 100-lb. blocks of ice were made and delivered to the various Harbour works.

Cold Storage Warehouse

The equipment in this building has been well maintained. Additional rooms, Nos. 26, 34 and 35, were completed and used, giving an additional 163,744 cubic feet of space. The Sprinkler System and Low Release System were correspondingly extended.

Harbour Yard Shops

The total number of orders executed in these shops and their allocation is as follows:—

For Elevator No. 1	131
“ Elevator No. 2	127
“ Elevator No. 3	63
“ Elevator “B”	74
“ Conveyor System	24
“ Electrical Department	290
“ Traffic Department	236
“ Railway Maintenance and Locomotive Cranes	91
“ Guard Pier Shops and General	148
<hr/>	
Total	1,184

In addition to the above routine work the heating coils were installed in the new Locomotive Shop and a start made on the installation of a central heating plant to serve all the buildings at the Harbour Yard Site.

A good standard of service to the various works and plant has been maintained by these shops.

Guard Pier Shops and Shipyard

The following are the principal items of work carried out in connection with the marine and floating plant during the year:—

The tug "David Seath," Derrick No. 6 and flat scows Nos. 22, 48 and 49 wintered on the shipways for repairs.

Four new standard 100' x 30' x 9' flat scows, Nos. 63, 64, 65 and 66, were built.

Two small scows 45 x 15, one for water and one for grain dust at Elevator "B," were built.

Motor boat "Messenger" was built.

One new two-storey carpenter shop was built.

Five 5-yd. steel clams were made for derricks.

Two 7-yd. steel buckets were built for dredges.

Flat scows Nos. 22, 47 and 48 were rebuilt.

Three 7-yd. buckets for dredges were rebuilt.

The following vessels were hauled up on to the shipways during the season for repairs:—

Tug "John Young" for rudder repairs.

Tug "David Seath" for propeller repairs.

Barge "Ethel" for bottom repaired and relined.

Old hull of Dredge "John Kennedy" repaired, caulked and converted into store house.

Floating Grain Elevator No. 17 was sold during the year. No. 18 is now the only unit left in possession of the Commissioners.

Dipper arm for Dredge No. 6 was rebuilt.

General repairs to scows and fleet carried out during the year and floating grain Elevator No. 18 maintained ready for service.



NEW SCOWS BUILT IN THE COMMISSIONERS' SHIPYARD

Dumper scow No. 38 was dismantled.
 Steel engine room house fitted on deck of floating crane.
 Main ball thrust bearing fitted to floating crane.
 Hoisting block shackle ball bearing refitted.

The whole of the floating plant was kept in efficient working order.

Grain Elevators

The in and out movement of grain totalled 7,433,696.58 tons, and in the machinery of the elevators or throughout the four miles of grain conveyor galleries delivering to vessels no involuntary stoppage occurred during the season. Prior to the opening of the navigation season, a thorough overhauling of the entire grain-handling plant was carried out, adjustments made and speeding up effected where necessary. The result was a very satisfactory operating season.

New Elevator Construction

The only works coming under this heading are:—

1. Windmill Point Galleries.
2. Installation of new car shakers.

During the season 770 ft. of new four-belt galleries of steel construction were erected along the rebuilt east end of the north wharf of Windmill Point Basin. The two lower belts only of this system were installed and operated. The two upper belts will be installed when the existing obstructions are removed and these galleries are connected up with those already in operation at the west end of the basin.

Four new Metcalf Car Unloaders of the "Shaker" type were installed at Elevator No. 2 and at the end of the season, were handling all cars received at this elevator, over 1,500 cars having been dealt with by the machines to the complete satisfaction of the operators. The discharge of grain from the cars during the first three minutes is so rapid as to make it frequently necessary to stop the operation of the machine to prevent the grain overflowing the pits. Two similar shaker machines were installed in No. 1 Elevator.

The principle of the shaker machine is an entirely new one: all previous car dumpers were operated by tipping and tilting the car sufficiently to cause the grain to run out of them by gravity. This method, although very effective, necessitated considerable head room above the machines to permit of these motions and consequently was not possible in such houses as Elevators Nos. 1 and 2. The shaker machine may be installed in any house where the space is sufficient for the usual shovel machines.

The essential elements of this machine consist of two clamps operated by a threaded shaft, the revolution of which draws the clamp carriages up against the bumpers of the car. The clamps are then reciprocated rapidly by an eccentric with 3" throw, making over 100 revolutions per minute. This reciprocating motion is applied to the car as soon as the door has been opened and the first rush of grain, due to its removal, has stopped. The grain is then rapidly shaken out of the car by its reciprocation, as its flowing properties cause it to subside to the lowest point and there is no exit for it other than the open doorway.

When the grain left inside the car has been reduced to about 6" in depth, the flow becomes sluggish and the existing shovels are used to clean out the car.

Locomotive Cranes

Owing to the increased importation of coal to be unloaded from ships, it was found necessary to provide more Locomotive Cranes.

Two new Browning 3-C, eight-wheel type cranes were purchased. Crane No. 7 was tested on June 4th and Crane No. 8 was tested on June 7th. Both cranes and the generator and magnet on No. 8 were found to be in accordance with the specifications.

FLOATING CRANE

The 75-ton Floating Crane, which was added to the equipment of the Port in 1909, has accomplished its average yearly amount of work, the tonnage lifted being slightly under that of last year, while the number of lifts was in excess.

The following is the record of this crane for the season 1926:—

Number of working days.....	203	
Number of days working.....	152	
Total number of lifts:		
Commercial.....	2,087	
Commissioners' service.....	77	
Average weight of lifts:		
Commercial.....	7	tons
Commissioners' service.....	19 $\frac{1}{4}$	"
Greatest lift:		
Commercial (Yacht C.P.O.S. S.S. "Bawtry").....	65	"
Commissioners' service (Tug "David Seath").....	75	"
Greatest tonnage from single ship (S.S. "Vallarsa").....	601	"
Total Weight lifted:		
Commercial.....	14,469	
Commissioners' service.....	1,413	
	—————	15,882 "
Number of lifts made, 1926.....	2,164	
Number of lifts made, 1925.....	1,718	
	—————	
Increase in lifts for 1926.....	446	

HARBOUR RAILWAY TERMINALS

The season of navigation, retarded in its opening beyond the usual date by climatic conditions, gave very satisfactory conditions for the first two months, which made the returns for May and June show an increase over the same period in 1925. Subsequent to the month of June, however, the traffic returns show constant decreases attributable to various causes which are hereafter summarily analysed.

A slight decrease is recorded in the rail-borne grain, the receipts being 12,671 cars this year as compared with 13,318 cars in 1925. The strike in the British coal mines caused a

very appreciable reduction in the coal from overseas, which had its effect in the number of cars handled within the limits of the Harbour as well as in the number of cars forwarded to the railway companies, the latter amounting to a loss of nearly 2,000 cars in the shipments from one coal plant alone. This was, however, offset by the increased amount of domestic coal shipped in cars from the coal towers at Sections 35-37. A decrease is also noted in the shipments of cement and sugar for export.

The general export traffic decreased perceptibly, the number of cars unloaded at the sheds being 29,073 as compared with 34,948 in 1925, while the import traffic furnished returns greater than last year, the number of cars loaded at the sheds being 12,317 as against 10,216 in 1925.

To the conditions already noted as having an unsatisfactory effect on the operations of the Harbour Railway might be added the prematurely early closing, which undoubtedly is responsible for a loss of some rail traffic.

The total car handling during the year amounted to 205,481 cars as compared with 251,586 cars in 1925, a decrease of 46,105 cars.

The four 100-ton electric locomotives placed in service in 1925 were operated throughout the year according to traffic demands, and were supplemented in the Fall of 1926 by the five new locomotives which were received from England, the first two on August 18, and the other three on October 4. The locomotives were shipped in three main lots, the trucks and the superstructures separately, and were assembled entirely by the Commissioners' employees in the Locomotive Shop at a considerable saving in time and expense. The first two locomotives entered service, under test, on September 2 and 8, less than two weeks after the assembling had been started. The two others were also in trial service as required early in November, while the completion of the fifth one was held up pending the receipt of some replacement material.

These locomotives covered a mileage of 31,406 miles, representing 10,503 hours in actual switching service during the year.

The following table gives the mileage of Harbour Railway tracks, and the number of cars handled during the last fifteen years:—

	Mileage of Har- bour Railway	Number of Cars handled by Commis- sioners
1912	34.91	112,911
1913	37.30	114,531
1914	39.88	114,499
1915	44.92	157,480
1916	49.11	234,439
1917	52.35	215,394
1918	55.35	247,009
1919	58.32	182,328
1920	58.34	174,181
1921	58.54	143,564
1922	58.77	200,593
1923	60.64	216,382
1924	63.24	225,377
1925	63.55	251,586
1926	65.19	205,481

The extent of the Harbour Commissioners' railway tracks at the end of 1926 is as follows:—

	Lin. ft.	Miles
South of Lachine Canal, Bickerdike Pier, Windmill Point Wharf and West	48,954	9.2715
To Guard Pier	10,400	1.9697
Sections 12 to 46, High Level, Main Line tracks	51,170	9.6913
To Piers, Elevators, Crossovers and Sidings, etc.	121,814	23.0708
Section 35 to 46, Low Level, Main Line tracks	10,080	1.9090
Sections 46 to 101, High Level, Main Line tracks	54,134	10.2526

To Wharves, Industries, etc.	45,386	8.5958
At South Shore, St. Lambert.	2,300	.4356
	<hr/>	<hr/>
Grand Total Tracks, end of 1926.	344,238	65.1963
Grand Total Tracks, end of 1925.. . . .	335,564	63.5535
	<hr/>	<hr/>
Increase in 1926.	8,674	1.6428

HARBOUR POLICE DEPARTMENT

During the season of navigation the Harbour Commissioners' Police Force, consisting of one Chief, three Captains, and sixty-five Constables, regulated the traffic on the wharves, maintained order, and protected life and property within the Harbour.

For the winter season the force consisted of four officers and twenty-eight constables.

An automobile and two motor cycles are attached to this Department, and were in constant use during the year, approximately 35,500 miles having been covered by these vehicles during 1926. A continuous patrol is maintained by means of this equipment between Windmill Point and the Imperial Oil Plant at Montreal East.

The Police Department rendered first aid in 87 cases of accidents on the water front.

During the year 74 arrests were made within the Harbour.

8,487 carters, loading at various places along the Harbour, were checked and regulated by the traffic constables.

8,533 taxicabs and 90 busses carrying passengers to and from vessels were checked coming on and leaving the wharves.

FRESH WATER SERVICE

An important branch of the Commissioners' activities is the supply of fresh water to ships. Hydrants are located at intervals along the water front, and several crews of men are kept busy during the season of navigation answering telephoned calls for water for boilers and for drinking purposes for

ships about to sail. A motor truck is used to convey the lengths of hose from the drying towers to the vessels.

The following is a record of the number of services rendered by this Department and the volume of water supplied to vessels for the past ten seasons of navigation:—

	No. of Services	Volume of Water Cu. Ft.
1916.....	111	617,200
1917.....	153	568,650
1918.....	318	2,349,670
1919.....	382	1,423,000
1920.....	507	2,179,550
1921.....	520	1,885,900
1922.....	617	2,900,000
1923.....	567	2,300,000
1924.....	731	2,684,100
1925.....	803	3,379,900
1926.....	682	2,579,200

COLD STORAGE WAREHOUSE

The year 1926 witnessed the usual activity in the Harbour Commissioners' Cold Storage Warehouse. The principal commodities—apples, butter, cheese, meat and poultry—compared favourably with 1925, and there was a considerable increase in fresh fruits—cherries, plums, peaches, pears, oranges, lemons and berries—and also in dried fruits, such as figs, nuts, prunes and dates. Over 10,000 tins of frozen cream were stored during the year with very satisfactory results. Practically all products of the farm are included in the year's business, and the huge storage space was used advantageously for thousands of bales of dry goods, furs and binder twine. The storage of fish is becoming an important feature of the warehouse business, and during the year nearly 3,000,000 pounds passed through the plant.

The excellent receiving and shipping facilities of the Harbour Commissioners' Warehouse, whether goods be handled in cars or teamed, and the favourable location for

specializing in export trade, have again proven important factors in this year's success.

The following are the quantities of the more important products stored during the year.

Apples, barrels.....	21,042
" boxes.....	35,161
Evaporated Apples, pounds.....	293,633
Butter, pounds.....	11,584,216
Cheese, pounds.....	52,670,160
Celery, crates.....	13,789
Canned Goods, cases.....	4,771
Eggs, dozen.....	1,566,100
Fish, pounds.....	2,710,158
Meat, ".....	7,793,251
Poultry, ".....	2,107,865
Onions, bags.....	8,750
" crates.....	15,420
Hops, bales.....	8,842
Binder Twine, pounds.....	400,900
Furs, pounds.....	117,094

LIST OF HARBOUR COMMISSIONERS' FLOATING PLANT

1926

108

Description of Vessel	Hull.			When built	Engines				Capacity of Bucket	Depth to which Dredge can work	Remarks
	Length	Breadth	Depth		Kind of Engine	No. of cylinders	Dia. of cylinders	Length of stroke			
	ft. in. over all	ft. in. beam	ft. in. over all				inches	inches	c.y.	ft.	
Dredges											
J. Kennedy (Boom Spoon)	104	0 38	0 8	1892	Horizontal non-condensing	2	16	18	128	40	Steel Hull, Rblt. 1923-24
No. 5 " "	104	0 36	0 10	1910		2	16	18	140	40	Steel Hull.
No. 6 " "	104	0 39	0 10	1912		2	16	18	140	50	Steel Hull.
Derricks											
No. 1 Clam shell	76	0 27	6 8	0 1899		2	12	14	110		Wooden hull.
No. 3 " "	76	0 27	6 8	0 1900		2	12	14	110		Wooden hull.
No. 4 " "	75	0 26	10 7	6 1892	Horizontal high pressure	2	12	14	110		Wooden hull. } Rebuilt 1923
No. 5 " "	75	0 26	10 7	6 1892		2	12	14	110		Wooden hull.
No. 6 " "	75	0 26	10 7	6 1892		2	12	14	110		Wooden hull.
No. 8 " "	88	0 31	0 9	8 1915		2	12	14	140		Wooden hull.
Drilling & Blasting Boat	80	0 27	0 5	6 1895					100		Three 5 in. steam drills, Rebuilt 1923
Steam Yacht "Bethalma"	110	4 16	5 10	2 {Purch. 1923	Triple Expansion condensing	1	9	18	200		Steel hull. Rebuilt 1921
Motor Boat "Messenger"	30	2 6	4 3	7 1926	Red Wing 40 HP	1	14 1/2	5 1/2			
Tugs:											
St. Peter (Fire Tug)	74	8 16	1 8	6 1875	Vertical non-condensing	1	20	22	125		Wooden hull, Rblt. 1903
Aberdeen	79	3 18	3 9	0 1895	Vertical condensing	1	16	24	120		Steel hull.
Robert Mackay	80	9 17	6 10	0 1899		1	16	24	125		Steel hull.

Name	Length	Beam	Depth	Mast	Sails	Year	Capacity	Vertical triple expansion condensing Vertical compound condensing Vertical high pressure Vertical condensing	No.	Hull	Screw
Sir Hugh Allan.....	130	0	26	0	15	0	1911	Vertical triple expansion condensing Vertical compound condensing Vertical high pressure Vertical condensing	1	Steel hull, twin screws.	180
" John Young.....	91	8	22	0	9	0	1911	Vertical triple expansion condensing Vertical compound condensing Vertical high pressure Vertical condensing	1	Steel hull, twin screws.	140
" Passe-Partout.....	49	1	11	3	5	7	1912	Vertical triple expansion condensing Vertical compound condensing Vertical high pressure Vertical condensing	1	Wooden hull.	125
" David Seath.....	75	0	19	0	10	2	1915	Vertical triple expansion condensing Vertical compound condensing Vertical high pressure Vertical condensing	1	Wooden hull.	150
Testing boat.....	{73	3	14	0	over all	1897	Capacity. 67½ yds.	Vertical triple expansion condensing Vertical compound condensing Vertical high pressure Vertical condensing	1	Two wooden scows braced 16 ft. apart; overhauled 1924	
Scows.											
2 Flat deck Nos. 2 & 4.....	75	0	20	2	6	0	1876	Capacity. 67½ yds.		No. 2, Rebuilt 1925	
1 " " No. 10.....	90	0	20	0	5	5	1891	Capacity. 80		No. 22, Rebuilt 1926	
2 " " Nos. 21 & 22.....	85	0	25	0	7	5	1891	Capacity. 150		Rebuilt 1925	
1 " " No. 23.....	85	0	25	0	6	9	1891	Capacity. 150			
4 " " Nos. 26-29.....	85	0	25	0	6	9	1892	Capacity. 150			
5 " " Nos. 31-35.....	85	0	25	0	6	9	1893	Capacity. 150			
2 " " Nos. 39 & 40.....	85	0	25	0	6	9	1903	Capacity. 150			
2 " " Nos. 41 & 42.....	87	0	25	0	7	6	1904	Capacity. 150			
18 " " Nos. 43-60.....	100	0	30	0	9	0	1911-23	Capacity. 300		No. 42, Rebuilt 1925	
2 " " Nos. 61-62.....	100	0	30	0	9	0	1925	Capacity. 300		No. 50 " 1925	
2 " " No. 63-66.....	100	0	30	0	9	0	1926	Capacity. 300		Purchased 1926	
1 Dust scow No. A-3.....	45	4	15	0	3	4	1926				
1 water scow No. A-2.....	45	4	15	0	3	4	1926				
2 Dump scows, Nos. 36 & 37.....	106	0	26	10	9	6	1900	Capacity. 200		No. 36 Rebt. 1924; No. 37 Rebt. 1925	
1 " " No. 38.....	106	0	26	10	9	6	....	Capacity. 200			
1 large coal scow.....	138	0	32	0	8	5	1910	Capacity. 400 tons		Capacity about 27,000 bushels	
1 grain barge "Ethel".....	158	0	27	11	17	2	....			Rebuilt 1915	
1 floating concrete machine	100	0	34	0	8	6	....			
1 floating pile driver.....	50	9	24	2	5	8	1896	Operating hor.	1	Capacity about 7,000 bushels per hour	100
1 floating elevator, No. 18.....	90	0	28	0	5	6	1904	Propelling "	1		100

EMPLOYMENT AT HARBOUR OF MONTREAL

The following table shows the maximum and average number of workmen employed by the Harbour Commissioners during the season of 1926, exclusive of men employed by the different contractors on harbour construction work:—

	Maximum	Average
Maintenance of Harbour	252	181
Maintenance of Steel Sheds	42	14
Harbour Yard:		
Carpenters, Blacksmiths, etc.	109	96
Round House:		
Machinists, etc.	29	28
Sawmill and Timber Boom	12	12
Machine Shop, Guard Pier	127	99
Shipyard	126	83
Dredging Fleet:		
Dredges, Tugs, etc.	201	191
Elevator No. 1: Operating	40	37
do Car Shovellers	14	13
do Boat do 	50	36
Elevator No. 2: Operating	44	41
do Baggers	44	19
do Car Shovellers	23	17
do Boat do 	83	51
Elevator No. 3: Operating	68	52
do Boat Shovellers	80	50
Elevator "B": Operating	74	46
do Car Shovellers	15	8
do Boat do 	49	35
Conveyor Galleries:		
Elevators Nos. 1 and 2	63	61
Elevator No. 3	17	16
Elevator "B"	12	11
Electrical Department	104	94
Traffic Department	134	111

	Maximum	Average
Cold Storage Warehouse:		
Operation and Maintenance.....	67	61
Power House.....	10	9
Construction:		
Wharves, Tracks, etc.....	229	82
Conveyor Galleries, Elevator "B"...	48	20
Police.....	67	64

WATER LEVELS

The depth of water for navigation in the Montreal Harbour Ship Channel and on the Sill of Lower Lock, Lachine Canal, is given in the following table:—

	Depth on Old Lock Sill, Lachine Canal				Depth in Harbour Channel			
	Average		Average		Average		Average	
	1912-1926		1926		1925		1926	
May.....	19	6	19	7	33	3	35	0
June.....	17	6	17	4	32	1	32	9
July.....	15	10	15	7	30	9	31	0
August.....	14	11	14	4	29	9	29	9
September.....	14	5	13	8	28	9	29	1
October.....	14	5	13	10	28	9	29	3
November.....	14	10	16	0	29	7	31	5

AVERAGE DEPTH FOR EACH MONTH IN THE 30-FOOT CHANNEL AT SOREL
(30 Feet at Extreme Low Water of 1897)

Year	May	June	July	August	September	October	November	High	Low
1912.....	37' 9"	37' 6"	33' 6"	32' 8"	32' 6"	32' 6"	34' 9"	40' 11"	31' 3"
1913.....	37' 0"	34' 4"	32' 8"	31' 10"	31' 6"	32' 1"	32' 7"	38' 6"	31' 1"
1914.....	35' 2"	33' 0"	32' 4"	31' 4"	31' 3"	30' 11"	31' 0"	36' 10"	30' 3"
1915.....	34' 7"	32' 6"	31' 6"	31' 4"	31' 1"	30' 11"	30' 8"	37' 4"	30' 1"
1916.....	38' 9"	37' 2"	34' 0"	32' 5"	31' 7"	31' 9"	31' 10"	40' 0"	30" 9'
1917.....	36' 8"	36' 6"	34' 10"	33' 6"	32' 3"	32' 6"	33' 0"	38' 2"	31' 3"
1918.....	35' 1"	33' 0"	32' 10"	30' 11"	31' 4"	32' 6"	33' 10"	36' 11"	30' 3"
1919.....	38' 7"	35' 7"	32' 5"	31' 4"	31' 1"	31' 7"	32' 9"	39' 11"	30' 3"
1920.....	33' 7"	30' 10"	30' 4"	29' 9"	29' 4"	29' 4"	29' 4"	34' 8"	28' 3"
1921.....	34' 7"	31' 9"	30' 10"	31' 7"	29' 10"	30' 2"	30' 5"	37' 6"	30' 1"
1922.....	36' 0"	33' 9"	34' 2"	32' 2"	31' 2"	31' 3"	30' 11"	37' 8"	30' 1"
1923.....	38' 4"	34' 6"	32' 4"	31' 5"	31' 4"	30' 11"	30' 9"	39' 1"	30' 0"
1924.....	38' 7"	34' 5"	32' 5"	31' 10"	31' 11"	32' 3"	31' 3"	40' 0"	30' 1"
1925.....	35' 2"	33' 9"	32' 4"	31' 8"	30' 11"	31' 2"	31' 9"	36' 6"	30' 3"
1926.....	37' 4"	34' 6"	32' 10"	31' 7"	31' 1"	31' 3"	33' 2"	39' 6"	30' 6"

INDEX

	PAGE
Buildings.....	80
Channel Depths at Sorel.....	112
Cold Storage Warehouse.....	106
Commodity Tonnage Statement.....	32
Dredging and Filling.....	82
Electrical.....	89
Engineering Department.....	75
Employment.....	110
Financial Statement.....	22
Floating Crane.....	101
Floating Plant.....	108
Freight Hoists.....	91
Fresh Water Service.....	105
Grain Elevator System.....	8
Grain Exports to various countries.....	22
Grain Statistics.....	14
Introduction.....	5
Maintenance.....	92
Police.....	105
Railway Terminals.....	102
Sewers and Subways.....	81
Shipping.....	23
Shipping Statistics.....	26
South Shore Bridge.....	67
Tonnage Summary.....	65
Total Domestic Tonnage.....	63
Total Exports.....	57
Total Imports.....	45
Water Levels.....	111
Wharves.....	76
Year's Activities.....	6



